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NOVEMBER 1973 75 CENTS

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THE NAVY

Of course Mr. and Mrs. Keller of Rockville Centre, Long Island, were pleased when their son chose the Navy after college. Especially proud because he received a commission as an officer. But financially, the Kellers—like many parents—missed the boat. They didn't realize the Navy might have paid for their son's college education through the Navy-Marine NROTC program, the Naval Reserve Officers Training Corps.

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Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 95, No. 1, NOVEMBER 1973

75 CENTS

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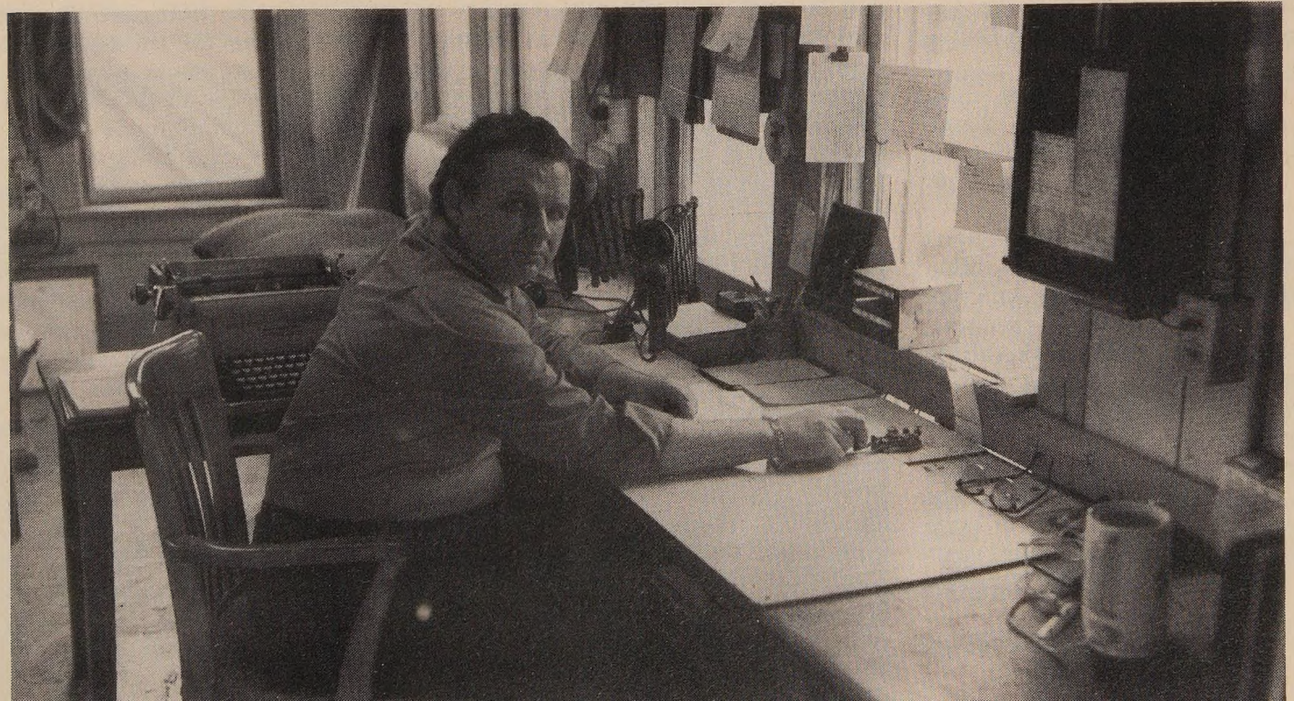
John P. Locke, 35 Woodcliff Ave., Woodcliff Lake, N.J. 07675

A few railroaders still use telegraphy. For example, towerman William E. Price at ND tower in Cumberland, Md., on Baltimore & Ohio, where the Pittsburgh and Cumberland divisions converge. (May 19, 1973)



THE MAIL CAR

where editors and readers meet

On trip north of border Interesting Railfan No. 131, Earl Gil, captures a smoky view of Canadian Pacific tripleheader crossing bridge on fantrip.

TIEING IN with this month's *Interesting Railfan* (Earl Gil, owner and operator of the Morris County Central) is our cover photo of MCC engine 4039 wheeling a train consisting of two passenger cars, a fenced-in flatcar, and a caboose across the Passaic River in New Jersey on a July Sunday in 1970. The picture was made with a Rolleiflex by Paul S. Stephanus, 212 Walnut St., Montclair, N.J. 07042.

Paul is 32 years old, has spent seven years traveling outside the U.S.A., and has photographed trains, especially steam, "almost everywhere." Recently he urged J. C. Kenefick, president of the Union Pacific, to run one of its 4-8-8-4 "Big Boys," but Mr. Kenefick said the UP had disposed of all those engines. Paul challenges this statement.

"An informed source says that for many years now, Big Boy 4028 has been kept at Cheyenne, Wyo.," he writes, "Could it be possible that the UP top brass does not know this? Is the Big Boy actually hidden from official notice, as was the case many years ago on the B&O with two steam locomotives?"

Our cover photographer reports that the following Big Boys are now on display, and he would like to see one of them reconditioned and operated again: 4006 at the National Museum of Transportation in St. Louis; 4012 at Steamtown in Bellows Falls, Vt.; 4017 at the National Railroad Museum in Green Bay, Wis., and 4018 at the Age of Steam Railroad Museum in Dallas, Texas.

Next month's cover, by Dan Fink, will be a beautiful shot of a diesel-powered Genesee & Wyoming train in winter. ●

A ZULU CAR, in case you don't know it, was a type of car often used in the Old West to carry emigrant families, their household furniture, farm equipment, and livestock, all in the same car. The name was derived from the fact that when Barnum & Bailey imported a few of the savage tribesmen who had defeated a British army in Africa, the circus toured the country with them traveling in a large special car that served as living quarters for Zulu warriors, their families, bedding, pots and pans, and so on.

Just recently Charles Vyskocil, his wife, eight horses, and a load of household belongings jolted westward in a Zulu car to relive the rides taken by thousands of emigrants during the settling of the West. Settled in Burlington Northern boxcar 79, the Vyskocils left the BN yards at Lincoln Neb., heading for Auburn, Wash., 1,838 miles away. The journey was made under an emigrant traffic policy adopted more than a century ago to help attract settlers to wilderness land in the West.

The policy states that when shipments include ordinary livestock, one man may be carried free with the shipment. Thus Vyskocil's trip was free, and his wife was charged only $10 to ride the boxcar. The cost of shipping the furniture and horses brought the total to $914.

A disabled veteran of World War II, Vyskocil is recuperating from an open-heart operation performed last spring. He moved the family to Auburn so he will be close to a heart research program with which he is cooperating.

The couple's three children, Loree, 14; Barry, 13, and Gina Marie, 6, did not accompany their parents in the boxcar because of safety and liability factors. They followed on a passenger train. ●

THE LAMPS located on the old New Haven tracks between Mount Vernon, N.Y., and the junction with New York Central trackage at Woodlawn were the subject of a question by George Larned in your August issue. Those two batteries of lamps, one on each side of the right-of-way, permitted train crews to inspect the position of third-rail shoes required for operation on NYC tracks.

Engine crews made the inspection on locomotive-hauled trains, but on MU equipment rear brakemen made it. Third-rail shoes could not be lowered westbound (to New York) until trains had cleared the Mount Vernon platform, because of clearance restrictions and, I suppose, the undesirable safety feature of having such shoes protruding at platforms, etc., on New Haven tracks.

Westbound trains are inspected to be certain that all third-rail shoes have been lowered so as to operate properly and not tear up the third-rail installation. A check is made also to be certain that pantographs have been properly lowered. The reverse procedure is used on eastbound trains (toward New Haven). On MU equipment the flagman is responsible for notifying his engineer if the changeover has been made properly, giving one blast on the train communicating whistle. If the equipment is not correctly positioned, he gives the standard two blasts, meaning stop at once.

In the early 1940's I commuted to high school on these trains. Particularly interesting were the open-platform, steel MU coaches used on the 3:25 p.m. out of Grand Central. My favor-

ite became the 4:55 p.m. train, however, on which I became acquainted with the flagman. He would let me put down the motorman's seat on the rear platform of the train and watch the complicated, colorful, five-indication signals that permitted fast operation with close headways. I remember him making the changeover inspections. —John W. Hopkirk, 511 Moylan Ave., Moylan, Pa. ●

FEW PEOPLE knew that the unobtrusive elderly man who each morning swept out the parking lot at Monadnock Community Hospital at Peterborough, N.H., some years ago once helped run one of the nation's mightiest railroads. Only hospital officials were aware that as he folded sheets in the laundry, shelled beans in the kitchen, and oiled wheel-chairs, his wife lay in a hospital bed going through her last illness.

Richard Morse of Radnor, Pa., a retired vice president of the Pennsylvania Railroad, and his wife, were driving through Peterborough on their way back from a visit to a grandson at Dartmouth College. The wife became critically ill and was hospitalized. Mr. Morse remained in town and offered his assistance at the hospital. No task was too humble for him, including the early-morning cleaning-up of cigaret butts and papers from the parking lot. Visitors rarely noticed him.

In addition to his regular tasks, the former Pennsy official gave the hospital an all-glass front door, built ramps, and devised a method of removing lint from laundry. When authorities expressed their thanks, Mr. Morse said he was grateful that they allowed him to help. Eventually Mrs. Morse died, and her husband took her body back to their home in Radnor for burial. The hospital never saw him again. ●

Canadian Pacific No. 5580 pokes her head out of topless tunnel at Mile 54.02 Mountain Sub, at Palliser, B.C. Earth removed to relieve weakened supports.
Canadian Pacific photograph by Nicholas Morant

Railroad Newscast

WHILE a blocked railroad tunnel —the only rail tunnel left in Texas—was being cleared of derailed freight cars, Fort Worth & Denver officials were pondering whether to repair it or turn it into an open cut. Derailment of 14 cars of a 98-car train caused the collapse of 100 feet of the 740-foot tunnel at Quitacue.

Alaska Railroad's length should be doubled to 1,000 miles. So said Walter J. Hickel, former Alaska governor and former Secretary of the Interior, speaking at ceremonies in Nenana, Alaska, marking the line's 50th anniversary. The affair included driving a gold-plated spike at the spot where President Warren Harding drove a similar spike 50 years ago to mark completion of the railroad between Seward and Fairbanks. Hickel, noting that the Federal law authorizing the line allowed for laying 1,000 miles of track, termed the project "just half completed." He said he looked to the day "when Fairbanks is the southern terminal for the northern expansion of the railroad" into the Arctic.

The Cotton Belt (St. Louis Southwestern) has bought, for $8 million in cash, one-half of the outstanding stock of the Alton & Southern from the Chicago & North Western. The A&S is an interchange and industrial road with 150 miles of track serving the rail gateway of St. Louis and East St. Louis and connecting with 16 trunk-line railroads. Missouri Pacific owns the other half interest in the A&S. The Cotton Belt is a Southern Pacific subsidiary.

Susie, one of the Cowichan Valley Forest Museum train engineers, and namesake steam engine, ready for trip through forested area on Vancouver Island, B.C., on Highway 1, north of Sidney. Museum has large steam engine display.

A mobile safety patrol, possibly the first unit of its kind on any railroad in the country, has just been put in service by the Reading to handle minor maintenance jobs before they become major safety problems. It stores over 40 pieces of equipment, ranging from pliers to a pole-mounted pruning saw.

The Louisville & Nashville is engaged in a vast $10 million program for expanding its automatic freight-car classification yards at Birmingham and Atlanta and extending mainline passing tracks at five points in Tennessee, Indiana, and Georgia. Some 20,000 feet of new track will be installed to reduce the time-consuming waits when trains meet. The improvements will give better service to shippers, besides saving fuel and operating costs.

Railroad safety problems, plus other information, are faced in the 64-page annual report of the National Transportation Safety Board. A copy may be had free by writing to the Board's Publications Section, Washington, D.C. 20501.

After a derailment of 26 cars and two engines on the Lehigh Valley between Parryville and Weissport, Pa., the railroad closed its Palmerton-Lehighton line (formerly part of the Jersey Central), which the pile-up had damaged badly, reports Carl F. Walck of Bowmanstown, Pa.

Last summer, *Narrow Gauge to Silverton* had its best sales in all the 19 seasons since it was published by Hungerford Press, 6951 Reseda Blvd., Reseda, Calif. 91335, bringing the book's total sale since 1954 to well over a quarter-million copies!

With local shippers financing the move, steps have been taken by the Cooperstown & Charlotte Valley Railroad to buy and operate the old Fonda, Johnstown & Gloversville, which the FJ&G management had been on the verge of applying to the ICC for permission to abandon. So says Herman L. Wilson of Gloversville, N.Y.

The Missouri Pacific System announced recently the largest single freight car and locomotive order in its history. It will buy $75 million worth.

Union Pacific celebrated an important anniversary on August 3rd. On that date, 20 years ago, UP started modern trailer-on-flatcar service, better known as piggyback. The railroad first introduced the service between Los Angeles and Las Vegas, using its own trailers and offering complete door-to-door service. The concept became popular with shippers and quickly expanded throughout the rail endustry.

An anti-trust suit filed by Amtrak in Federal District Court, Kansas City, Mo., seeks $15 million in damages from 12 railroads and the Kansas City Terminal Co. It charges that Amtrak has been assessed for handling costs of mail carried on freight cars, which Amtrak does not haul. Paying for this service, it is alleged, harms Amtrak in a competitive sense because it is subsidizing low fees for the freight-train competitors. Aside from the damages, Amtrak seeks an injunction to block the railroads and terminal company from conspiring to monopolize the mail business. Carriers named in the suit are the Santa Fe, Mopac, Burlington Northern, Milwaukee Road, Chicago & North Western, Rock Island, Illinois Central Gulf, Kansas City Southern, Norfolk & Western, Katy, Cotton Belt, and Union Pacific.

August *Mail Car* had an item about two Santa Fe engines at Madrid, N.M. The second was the 870 (or to bring it up to date, 870-874). With the 870 the coal company had bought an identical engine, the 874. In past history, both apparently were cannibalized. The present one has 870 on her sand dome but 874 on her tender.—M.V. Stecher, 19 Woodland Dr., RD 1, Boonton, N.J. 07005. ●

SOUTHERN Railway System has inaugurated its tenth unit train for coal hauling since introducing the nonstop, round-trip concept to the railroad industry in 1960. The newest in Southern's fleet of shuttle trains made its debut Sept. 2nd after two and a half years in planning stages. It runs between a mine at Enosville, Ind., and a coal-fired power plant at Krannert, Ga.

Furthermore, the Southern has developed a gigantic new type of freight car capable of carrying 50 percent more automobiles than the largest car now in use. Named "Autogard," it is designed both to cut costs in hauling motor vehicles and solve certain loss and damage problems that have troubled railroads and manufacturers alike since the early 1950's, when development of the bi-level and tri-level "rack" cars enable railroads to recover much of the movement of new autos from highways. Two prototype Autogards are being delivered to the Southern in September.

Southern's freight claim department is now using the railroad's high-capacity, third-generation computers to gain quick information on how, why, when, and where loss or damage occurs to freight moving on the railroad's lines. Reports on damaged shipments terminating on Southern Railway lines are fed to the computer. Programmed to match the claim against carload movement, revenue, station location, and month the incident occurred, the computer also compares it with undamaged freight shipped during the same period. In addition, it pro-rates and prints out, automatically, the share of damage claims, if any, to be borne by other railroads participating in the movement. ●

On the Penn Central

ONE YEAR, in New York City alone, the bankrupt system reported 1,329 thefts from boxcars, 80 boxcar and property fires, merchandise valued at $880,000 stolen, including the entire contents of six loaded boxcars, and 2,134 persons arrested for crimes against the PC. So says Donald Nelson, PC's director of security.

Penn Central transported 1,233,000 new motor vehicles from assembly plants to distribution points during the first half of 1973, realizing almost $6 an increase of 30 percent over the same period last year.

A new half-mile track connecting PC with the Pittsburgh & Lake Erie at New Castle, Pa., is enabling PC to provide faster service to shippers over a three-state area. This connection, between paralleling PC and P&LE tracks permits Penn Central trains to and from its Conway Yard, near Pittsburgh, to operate over P&LE tracks and utilize facilities of the automated Gateway Yard at Youngstown.

Penn Central is equipping its Conway Yard with four ACI scanners. Conway has the highest traffic volume in the PC system, handling about 6,000 cars per day as well as run-through traffic bypassing the yard. Scanners automatically report all cars entering the yard. (Burlington Northern is equipping its Cicero, Lincoln, and Minot yards with a total of nine ACI scanners.)

Also, PC is arranging to buy 225 new multi-level auto racks for $1,672,939 to yield $2,958,000 in new revenues annually. The racks will be mounted on oversized flatcars to haul an increasing volume of finished motor vehicles.

A policeman of Hamburg, N.Y., had to flag down a Penn Central train to keep it from hitting a car that had been stopped on the tracks at a crossing, reports William C. Kessel of Hamburg. The patrolman, Frank May, answered a call of the auto parked crosswise on the tracks about 6:40 p.m.

and had to run down the tracks toward the approaching train to stop it. The car's occupant, Leslie W. Baker, was arrested and charged with public intoxication.

Reports out of the nation's capital indicate that a tug-of-war is going on between the Department of Transportation and the Interstate Commerce Commission over which agency should be given the job of restructuring the bankrupt Northeastern rail system, says the *Locomotive Engineer*.

Strong doubts are being expressed that either agency should get the job, because it is felt that DOT leans too heavily toward a corporate solution while the ICC has established a poor record in the past in dealing with rail affairs in the Northeast.

Apparently what brought the issue to a head was the naming of Kenneth H. Tuggle to head the ICC's investigation of the Northeastern rail problems as the replacement for Chester M. Wiggin, Jr., who died in a recent airplane crash. Tuggle, it is pointed out was a prime mover in getting approval for the merger which created the Penn Central.

There is also a contention that the ICC is too overly burdened with other problems to be able to do a proper job of overseeing the reorganization.

It is reported that the Penn Central, which occupies a position in the center of the Northeast crisis, wants the ICC to control the destiny of the regional carriers. The last thing the PC wants, it is said, is to let DOT run things. DOT has expressed the opinion that the country could get along very nicely without the PC, which helps explain the giant road's preference for ICC control.

The establishment of an independent body, through congressional action, appears desirable, but there is the question of whether Congress wants to take the rap if such a body fails to bring about a successful reorganization of the Northeast railroads.

One official, in describing the legislative scene regarding the Northeast rails, said it is a "battle of interest groups, with each seeking their own pound of flesh." ●

Personalities

WHEN I can find time, I aim to answer readers who have written me regarding photos, etc., in *Railroad Magazine*; but the mass of correspondence is so heavy that I can't do it right away. I often get as many as 20 letters a week sending books, money, stamps, you name it, and requesting photos, sometimes many of them. I feel trapped when these orders arrive, since I can't seem to get around to answering them. In some cases I have printed pictures but not as many as what the people want. Being involved in numerous research projects, I panic when I get additional requests. My time is so limited that I frankly don't know how to face the problem. —Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701.

(*Ed. note*: We have known all along that rail-girl photos are very popular, despite what a few dissenters say; but maybe we'd better stop printing Virgil's address under his pictures so as to give him a chance to catch up on old correspondence. Incidentally, we have the same problem that Virgil Staff has in finding time to answer mail, all kinds of mail from *Railroad Magazine* readers.)

Mrs. Mary Jane Pipkin, age 25, of Sanford, Fla., was ruled insane and acquitted of charges of commandeering a Seaboard Coast Line freight train and driving it 23 miles from her home city of Sanford, Fla., to Pierson. She

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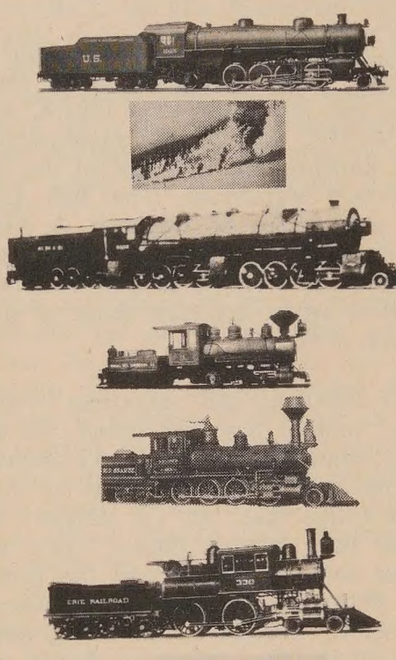

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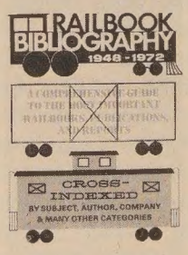

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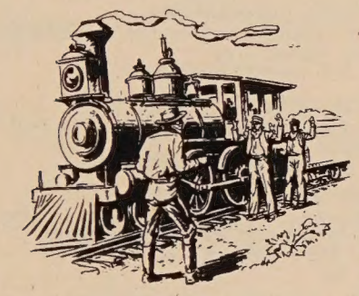
is now in a mental ward of the Florida State Hospital at Chattahoochee. The SCL train had been ready for a trip to Jacksonville when it was taken over, quickly SCL workers switched it off the main track at Pierson to avoid a collision with a southbound train, and it slammed instead into a gondola car. Because investigators found Mrs. Pipkin in the engine cab they thought she had stolen the train. They found no proof of anyone else involved.

The men who tried 4 times to rob trains but lost out each time (Sept. issue, page 11) were Jack Brady, Sam Browning. First robbery, Oct. 11, 1894, yielded $8,000. They buried it; but John Harms, a tramp, dug it up and later was arrested. J.F. Paige, Wells-Fargo messenger, was robbed. Sheriff John Bogard was slain in a later holdup.—Jim Crump, retired railroader and peace officer, 318 S. Whitcomb St., Fort Collins, Colo. 80521.



Flake Willis has been named president and chief executive officer of the Apache Railway, a subsidiary of Southwest Forest Industries. He joined Southwest in 1934 as a station agent at Snowflake, Arizona.

Margaret Shrout, a West Virginia Tech majorette twirling a flaring baton flagged a Chessie System freight train one night recently in Montgomery, W. Va., to prevent it from hitting an automobile stalled on the tracks. The train came to a screeching stop about 15 feet from the 19-year-old co-ed. Two women and the two children, unhurt but badly frightened, scrambled out of the stalled vehicle safely. Margaret had been practicing her baton routine on a nearby street when she heard the motorists screaming, and ran to help them.

In the early 1920's at Lee, Mass., a train-order station telegraph operator, Bill Kiely, would wait on the platform as the *Berkshire Express* rolled in, and fireman Paul on the lower step of 4-6-2 Pacific 1000 would catch the flimsy out of his hand. He seldom missed. When he did, I would retrieve it, take it aboard, and hand it to engineer Bill Durley. There were two orders on the head end, one for the engineer and one for the fireman.

In 1927 I worked on the Rock Island at Mankato, Kan., when they were replacing 90-lb. rail with 120-lb. between Mankato and Montrose. Mankato was a train-order station. Many times I saw the fireman on a through freight stand on the step with arm outstretched for the hoop, while his other was wrapped around the hand rail. He would get inside and toss the hoop onto the ballast.—William Kerr, 11195 San Lucas Dr., Loma Linda, Calif. 92354.

I am a bachelor, age 59, have been reading *Railroad* since Feb. '32, and like your magazine very much, especially the rail-girl photos. My father was a New York Central engineer on the *20th Century Limited,* running between Elkhart and Chicago. During the ten years before taking his pension in 1929 he never missed a call.—Robert C. Schell, 904 St. Paul Ave., Elkhart, Ind. 46514.

Willis B. Kyle, a business man of Fresno, Calif., owner of three short lines, has just acquired a fourth, subject to ICC consent, the money-losing Belt Railroad that operates on the San Francisco waterfront. The Belt Line has sixty miles of trackage, 3 diesel locos, and 3 flatcars. It became the property of the City of San Francisco in 1960 when the state gave up possession of the port.

Of the three rail magazines I read every month, *Railroad* brings me the most enjoyment. It would be difficult for me to pick out the parts of *Railroad* I like best, but I'd certainly include your superb photos (gals enhance some of them) and the poems in Barbara Kreimer's *Information Booth.* My interest in railroading dates back to the days when my father was editor and publisher of an Iowa town newspaper and the back door of his shop opened on the Great Northern main line. Today the GN has on display a 4-6-2 (Alco, 1924) here in Sioux City. Every time I see her it's like visiting an old friend.—Rev. Gerald F. Zensen, 3715 Ridge Ave., Sioux City, Iowa 51106.

Here's a good rule for conductors and engineers to remember: There is no such thing as *short time.* If you haven't enough time to go and clear the superior train as per the rule book, you have no time at all. Don't go—and never have a cornfield meet.—Clifford Funkhouser (retired Santa Fe conductor and *Railroad Magazine* author), 4501 Tracy Ave., Kansas City, Mo. 64110.

E. Jay Quinby, who played a leading role in founding the Electric Railroaders Association and the operating Branford Trolley Museum, is a performing artist on the steam calliope. On the night of August 31st, while riding the paddle-wheel steamboat *Delta Queen,* he serenaded a crowd of about 35,000 music lovers who had gathered on the Ohio River bank at Fernbank, Ohio, for a pops concert by the Cincinnati Symphony. By prearrangement, the start of the symphony concert was delayed until the *Delta Queen* rounded the bend and Quinby cut loose on the 32 gold-plated whistles of the steamboat's calliope with his latest composition, entitled "Cally-Oap." Quinby lives at 30 Blackburn Rd., Summit, N.J. 07901. Too bad he never got to play a steam calliope in a circus parade! However, he won a spot in our galaxy of *Interesting Railfans* in June 1962.

Railfan John Killoran of Hurricane, W. Va., handles public relations for West Virginia's parks, which includes the Shay-powered Cass Scenic Railroad, and he organized TRAIN (the Tourist Railroad Assn. Inc.) One day he met a public relations gal, Nancy Brush, and married her. The newlyweds rode the *Broadway Limited* to Pittsburgh, where they boarded the riverboat *Delta Queen* for a cruise to Cincinnati. Later, in spare time they went to work on an old Barney & Smith railroad car—a half interest in which was their wedding present to each other. The other half is owned by another couple. It's a 1905 luxury car with two master bedrooms, a kitchen, and solid mahogany throughout. Eventually it will run on the Cass Scenic.

Santa Fe towed 4-8-4 engine 3768 here for permanent display many years ago. In fact, Santa Fe has old steamers all over the West. Wanna list? But like so many others, 3768 shows glaring signs of neglect. From where I sit, I can look out the door or window at the southeast corner of the Santa Fe's North Yard office and the entrance switch to the yard. Hence I can observe comings and goings on both main lines and numerous switching operations.—T. R. Grosvenor, 115 E. 25th St. N., Wichita, Kan. 67219. ●

Canadian Notes

ALTHOUGH old baggage car 8029 was used last summer in a movie depicting Canadian Pacific history, it is a former Canadian National car, not CP as our August issue stated. C. Michael Williams, CN public relations officer, says CN cooperated in producing

the film, considerable footage in eastern Canada being shot on CP trackage and property.

Photo in September *Railroad,* page 20, should have been captioned "Springhill (not Springfield) Jct.," Nova Scotia, where the Cumberland Railway & Coal Co. line connected with the Canadian National. This line operated from Springhill Jct., but the main yards were located in Springhill, while Parrsboro was the terminal, where vessels were loaded with coal and lumber.—Keith Pratt, 9 Gilman St., Somerville, Mass.

Gathering together from various parts of Canada, 23 officers of the Transportation-Communication Division, BRAC, accepted an invitation by Canadian National to tour its expanded Training Center at the Gimil, Man., Industrial Park. Opened last year to train locomotive engineers, the center now has a school for train dispatchers—the first of its kind in Canada.

"Canadian Parliament, in rushing through legislation sending railroad workers back to their jobs under terms dictated by the legislators, provided a warning that collective bargaining is destined to become an exercise in futility," the *Locomotive Engineer* editorializes. "Canadian railroad workers, like their brothers south of the border, are entitled to wages and working conditions arrived at through negotiation, not legislation; but foes of labor are determined that the fortunes of this segment of the work force be set up through government fiat instead of the time-honored process of free collective bargaining."

A new 40-mile railroad through the mountains between Ashcroft and Clinton, B.C., estimated to cost $20 million, will be built as part of the $302 million railway development program negotiated between British Columbia and the Canadian Government on a unique cost-sharing deal. The total project is likely to take five years to complete. It will open a vast area of northwest B.C. for resource industries and provide hundreds of new railway jobs. The new rail line will let CP Rail and Canadian National reroute trains over the B.C. Railway when slides block the transcontinental routes through Fraser Canyon. ●

Steam Firemen

ONE FINE summer day long ago, while firing a Canadian Pacific freight run, I nearly became involved in a violation of Rule G. That rule, as you know, forbids railway men to drink on the job. We were climbing a long steep grade in the Rockies. Because our steam engine was an oilburner, I had plenty of time to enjoy the scenic grandeur. Our head-end brakeman went back to the caboose and returned in extra high spirits with a bottle of partly-consumed rum. I watched him pour a slug of it into a tin cup which the hogger quickly fished out of his grub box. Then the brakie turned to me.

"Where's your cup, Slim?" he asked.

I wasn't a drinking man, but I accepted a shot of booze, pretended to gulp it down, and later, while our train was roaring through a tunnel, I secretly emptied it out of the open cab window. Luckily, he did not offer me a second drink.

Just recently I asked a retired Canadian National hogger from Kamloops, B.C., if he could remember his first run as fireman; and he said, "Rather vaguely."

My own maiden trip was out of Nelson, B.C., on the Canadian Pacific's Kettle Valley line in the spring of 1926. I had been working for a few months as an engine wiper in the roundhouse there when the master mechanic, Palmer Lindsay, called me into his office and asked if I could handle a firing job.

"I sure could, Mr. Lindsay," I said.

He had me fill out the necessary form and within an hour I was climbing into the cab of the 3603, a hand-fired 2-8-0 coalburner, for an extra freight run. At that time there was a desperate shortage of firemen, so I did not make the usual student runs. But I was young and full of self confidence. My hogger was a friendly young fellow named Gordon, only recently promoted to the throttle.

Our tender was loaded with high-grade coal and as the 3603 was known to be a free steamer I was sure I could keep up steam. Our freight train consisted mostly of empty gondola cars. As we waited for the highball, Gordon pointed toward the company offices above the depot, saying with a grin: "Not long ago I was pounding a typewriter up there. I used to watch engines down in the yard as they headed out with passengers and freight until I had such a strong urge to go into engine service that I requested a transfer." He told me how, after a short time as wiper, he had gone out on the road firing and then was promoted. "Never regretted the move," he added.

I knew that with such a pleasant and interesting hogger this would be an enjoyable trip. I had built up a brisk fire. Once we got going with the light drag, I had no trouble at all in keeping up a full head of steam.

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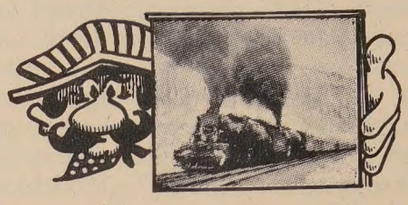

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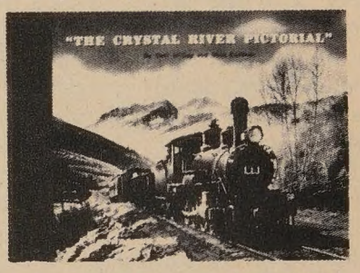

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Our run was short, only 20 miles out to a barge slip at Proctor on Kootenay Lake. I found plenty of time to relax on the fireman's cozy leather seat and take pleasure in the mountain scenery. The pounding drivers and steady blare of the exhaust thrilled me. It was so much better than rubbing the dirt and grease off engines in a roundhouse. The hogger's shouted question across the noise-filled engine cab, "How you doin', Slim?" brought my reply, "Everything is okay."

Arriving at the barge slip, we found our return loads made up and ready to couple onto. After turning our engine at the wye, Gordon told me to start building up a good fire before we left, because we had a full-tonnage load of lead-zinc concentrates in gondola cars to haul to the smelter at Trail, B.C.

The yard goat stationed at Proctor gave us a boost out of the "garden" and we were on our own again. I soon found out the reason for my hogger's request. As we took full strain on the heavily loaded gons our 3603's powerful exhaust just about sucked the seething mass of white-hot coal into and upward out of the stack! Thus I learned there was more to a fireman's job than sitting on a cozy leather seat and admiring the scenery that drifted by.

Undaunted by the sight of the steam-gage indicator dropping, I worked grimly with the scoop, trying to keep it from falling too low. But no matter how much I tried, it continued to sink. At length my friendly hogger got down from his seat, said he'd take over for a while, and for me to sit on his side of the cab and watch closely ahead. Pretty soon he had the pops lifting. As he explained later, I had let holes form in the fire bed, a sure way to lose steam pressure.

With the pressure restored to normal, I was ready to go back to my job as fireman. But Gordon seemed to be having fun and made no effort to exchange places, and I was getting a big kick out of being a hogger, so I just stayed put. Our Consolidation had the wheel reverse control. When Gordon yelled over, "Hook 'er up a bit," I spun the wheel until the pointer indicator showed reduced cutoff. Then we settled down to a steady pace. The memory of that run is still very clear, even today.

As we neared the Nelson yard limits, Gordon resumed his own job and brought those heavy loads of concentrates to a stop near the depot. Soon our conductor came up to say we wouldn't be carrying through that day to Trail. He had received this information from the Nelson operator. I wasn't sorry to hear such news. For me, a green fireman, our short run had been enlightening. But I had to make a number of trips before I learned how to fire hand bombers, as coalburners were called. And until another amiable runner showed me how to build fires the right way, I put in some mighty hard runs.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada. ●

MANY years ago I fired on the Chicago Division of the Pere Marquette out of Wyoming, Mich., but quit railroading late in 1922 and went back to the West Coast where I had come from. At times I missed the glamour of the rails; but I had the pleasure of being home at night and on Sundays and holidays, and I kept in touch with railroading through your magazine.

In 1954 I revisited the area. The Pere Marquette had then become part of the Chesapeake & Ohio. I was saddened to learn that many of the enginemen I had worked with were gone to the Great Beyond. But I did meet and talk with one of them, Charley Bole, who was living then but died in 1955. We laughed over some of the problems we had faced when I was firing for him.

By 1954 the Wyoming rail terminal had grown from a dozen homes in 1922 to a city of 40,000. The roundhouse, coal dock, and water plugs were gone. Our old stamping ground, the Railroad YMCA, had burned down some years before. Its remains were still there, a big mound of ashes and scrap metal, held intact by the strong stone foundation which at one time had supported a restful home for hard-working railroad men. Cinders from coalburning engines were still there, possibly some of the same cinders I had often trodden on as I hustled to get our engines ready, back in the days. And over everything hung the nasty smell of diesel oil. Maybe some reader who lives in that vicinity will tell me what kind of place Wyoming, Mich., is today.—J. M. Canavan (age 77), P.O. Box 538, Hermiston, Ore. 97838.

In Foreign Lands

FULL-PAGE photo in your September issue, page 10, shows a train in Argentina, not Chile. (*Editor's note*: This is one of many cases where good photographers failed to send us enough facts for a caption.) The rail system there is Ferrocarriles Argentinos. Photo was made in the Northwest Region, often referred to as F.C. General Belgrano. This region is all meter-gage, among the world's largest meter-gage systems. Engine 1351 is one of fifteen 2-10-2's built by Skoda for that line in 1949. All fifteen were built to the same plans as the 1937 Henschel 2-10-2's numbered 1330-1345. They have 48" drivers and 23x24" cylinders. As of early 1973, the General Belgrano still has 450 steam locomotives in service. With another 500 active on other regions of the Ferrocarriles Argentinos, plus others on industrial roads, Argentina is using about 1,000 steamers.—Henry E. Bender, Jr., 6257 Solano Dr., San Jose, Calif. 95119.

Needing additional tracks on lines feeding into Tokyo Station, Japanese construction engineers in search of ground-level space for elevated rails came up against walls of elevated expressways and high-rise buildings in every direction. Then by shifting their explorations to below ground they encountered two already existing train lines in operation. Added to this were numerous underground tracks that crossed one another in approaching Tokyo Station.

Temporarily frustrated, they dug even deeper and built a new station 86 feet below the earth's surface, the lowest they've ever gone in Japan. As a result, passengers on Tokyo-bound Sobu and Tokaido lines now arrive at the station's lowest level, underground No. 5. Here two platforms meet, serving three tracks (a fourth track to be added eventually). The platforms are long enough for 11-car trains. Some escalators lift passengers to the fourth below-surface level, from which point others bear them directly to *normal* underground level.

The Eastern Region of British Rail has made a play for brass-hat travel by naming three of its most popular trains *The Newcastle Executive, The Leeds Executive,* and *The Bradford Executive.*

A new railway was pushed across the Tanzania border into Zambia on August 28th, just under three years since an array of 50,000 workers, including 15,000 Chinese, started work on the project.

The railway will run for some 1100 miles from Tanzania's seaport capital of Dar Es Salaam to Kapiri Mposhi, near Zambia's copperbelt, when completed by the end of 1975.

British Army marksmen blew up the locomotive of an Irish State Railways freight train which had been ambushed by masked gunmen and booby-trapped with explosives. The marksmen fired from 100 yards at a fuse trailing from two explosives-filled milk cans left in the engine cab. The eighth shot hit the fuse, detonating the bombs and hurling wreckage for half a mile over surrounding farmland on the border with the Irish Republic.

The train, travelling on the main Dublin-Belfast line, had been stopped 300 yards inside Northern Ireland after four of the gunmen forced a signalman to operate the danger signal. Other masked men took the engineer and guard, the only persons aboard, back to Dundalk in the Irish Republic.

Correction: loco shown on page 56, Oct. issue, was the *Bulkeley*, not *Buckley* as caption stated.

Fort Matilda tunnel, 2,111 yards, the longest in Scotland, has reopened after extensive repairs which involved the stripping and relining of a large section of the tunnel wall at the Fort Matilda end. Since February, when a large bulge appeared on the wall, passengers to Gourock and Fort Matilda had been travelling by special bus from Greenock Central station.

British Rail is doubling its spending on fences to £400,000 a year in a further endeavor to keep children off the tracks.

How many diesel locos have run as much as two million miles? Only one, so far as we know: a Scottish-based Deltic that began service in 1961, weighs 99 tons, and is powered by two 1,650-hp Napier diesel engines. It is said to be British Rail's most powerful locomotive. Maybe someone will tell us how its distance record compares with North America's top mileage-holders. ●

THE FIRST sizeable railway on European mainland, 60 miles of track between Vienna and Galicia, was built by the great Rothschild banking house on a concession issued Nov. 11, 1835, by Emperor Ferdinand II. Its purpose was mainly to haul coal, salt, and passengers. A clause in the contract said that Baron Rothschild would have to reimburse the Imperial Postal Service if his railway hauled considerable mail. That clause hits a strangely modern note. The United States Government is currently depriving our railroads of all revenue that might come from coupling RPO cars onto passenger trains.

But getting back to Austria in the 1830's: the Vienna press assailed the proposed railway as a peril to the human respiratory system which, they claimed, could not endure a speed exceeding 15 miles per hour. A book entitled *The Rothschilds*, by Frederic Morton, summarized these objections as follows:

"The lungs were likely to collapse and the organs of circulation jolted out of place. Blood would spurt from the travelers' noses, eyes, ears, and mouths. Any tunnel more than 60 yards long would suffocate all the riders in all the coaches; the train would rush out at the other end, a driverless berserk hearse.

"And certainly no passenger should take a steamcoach trip without being attended by his personal doctor who could intercede with the engineer at the throttle.

"And all sorts of doctors did come to the fore—of the front page, that is. So-called neurological experts sounded the alarm. According to their articles, the human psyche, already overburdened by new-fangled stimuli, would completely run amok if subjected to the stress of railroad travel. The speed of the machine might drive men to suicide, women might lapse into sexual orgies."

To offset this hostile publicity, Rothschild persuaded the Emperor to let the proposed railroad bear his name and induced "His Princely Highness, Chancellor Metternich" to accept the office of the line's official High Protector. Because of these sanctions, the protests died out. The railway was built and opened to the public on July 7, 1839. There were no news reports of passengers spurting blood, running amok, commiting suicide, or indulging in sex orgies due to train travel. ●

IF YOU ever ship dolphins by rail in England, you'll enjoy this news item. Ian Gibb, curator of a York zoo, asked a British Rail official to quote the fare on two dolphins to Southampton. The railman cited a sum that was well under the cost of a trip by air freight. The two frolicksome big fish, Freckles, age seven, weighing 354 pounds, and Katie, eight, 300 pounds, were duly sent to York station. Each rested comfortably in a canvas sling in a container lined with foam rubber for the six-hour journey.

The dolphins, smeared with lanolin to keep them moist, were sprayed on the train with a sponge squeezed by a zoo attendant. At Southampton they were taken by truck to Wally Shufflebottom's dolphinarium on Southsea pier.

Says Mr. Gibb: "Freckles and Katie arrived safely and are showing Southsea holidaymakers their tricks. At the end of the season they will come home by rail." ●

BRITISH RAILWAYS has a new train, but will commuters stand for it? This question heads the follow-

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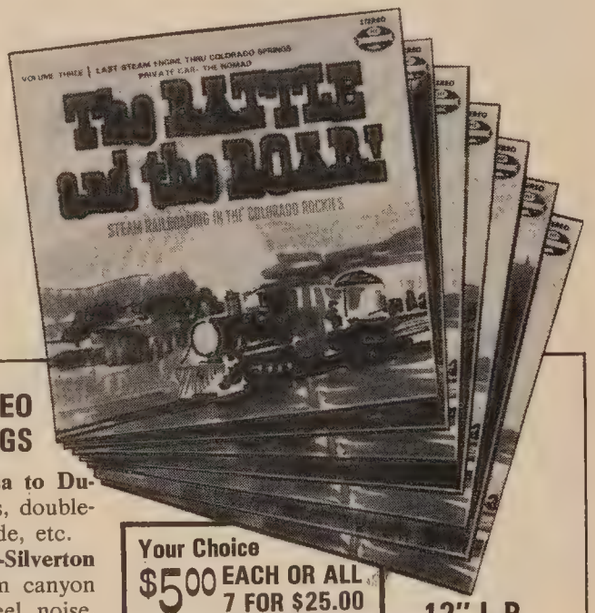

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ing article picked up from the *Locomotive Engineer*:

A new concept in transporting commuters is being tested in London, where British Railways is experimenting with a train designed to ease peak-hour congestion by forcing more persons to stand. According to a British Rail spokesman, the stand-up trend is inevitable if peak-hour traffic is to be shifted in its Southern Region, which claims to be the most crowded network in the world. Presently about 75 percent of London's 1.5 million commuters enter the city by train. The cars are designed for suburbanites to stand in reasonable comfort. Wider entrances and corridors will allow them to stand without treading on others' toes or falling into people's laps.

The first prototype of the electrically-powered train consists of two units of four coaches. Each unit has its own motors and controls and could be driven independently of any other at speeds up to 75 mph. It has a capacity of 1,700 passengers during rush hour, compared with about 1,500 on existing equipment. A thousand passengers on each train stand, compared with 600 now.

Altogether, the prototype train will run a total of 250,000 miles in revenue service to determine its reliability and popularity with the riding public. The lengthy two-year test program is part of BR's policy to insure that all rolling stock is thoroughly reliable before it goes into regular service. If the prototype meets all requirements, the railroad plans to introduce the trains at the rate of 200 a year over a 10-year period, completely replacing the region's fleet of urban transit cars.

New to British Rail commuter cars are the powered sliding doors on each side of the train. When a train stops, the guard (conductor) will press a switch to let passengers open the doors, leave the train, and close the doors behind them. Only a light push is required to bring the power-operating equipment into action, when leaving or entering the train.

Before the train starts up again, the guard will press another switch to close any open doors and lock them shut. These arrangements can be varied and will be part of the evaluation to decide which is the best system. Other features include a public-address system and communicating doors between the cars, making it possible to walk the whole length of the train. ●

Railroading in 1890's

BACK in the '90's, when a wreck occurred we had to clear it up ourselves, as the railroad I worked for did not have a wrecking crane available. I remember that on one trip we picked up a load of flax. The elevator company had filled a furniture car with an overload of flax, although a stenciled sign on the car said, "Not for Grain." We switched the car to the main line, but when we coupled up it broke in two, spilling its contents on the ground. Thanks to help from the elevator crew and the farmers, we soon salvaged the flax.

Then the wreckage had to be removed, but quickly, since we were stalling two crack passenger trains and there was no big hook within miles. So we got busy. We lugged two chain blocks from the elevator company and, with the aid of a cable which we always carried on the tender, we rolled the two sections of the broken car clear of the track and let the "strings of varnish" go on their way. Then we proceeded to our division point.

We were feeling good, having just recently had our pay raised to $1.63 a day. That was big money in those days, when you paid $2.75 a week for board, room, and washing. A man hired as brakeman or switchman was introduced to a rack hung with several hickory brake clubs of various sizes and lengths. The trains on our road had no air brakes or automatic couplers, only hand brakes and links-and-pins. Brakemen rode the tops from one division point to another.

In really cold weather you wore so much clothing that you could hardly waddle on deck, but you had to be there as do all the braking. The engineer would toot his whistle to get you on your toes. For many years we were paid the enormous sum of $1.32 a day. There was no 16-hour law then. You had to be on duty eleven hours and 31 minutes before you earned one hour overtime! It was not unusual in those days to work from a week to ten days straight. Even when you finally got off duty, it was not unusual to be called again four or five hours later to go out again!

No rest for the weary railroad man. You were told you could usually get a little shut-eye on the road, which was true—sometimes. When you went into a sidetrack to meet another train, you might be there from three to eight hours; this condition prevailed until we got the 16-hour law. Then when the 16 hours was up, we pulled onto the nearest siding for a blessed eight hours of rest.

Today some brakemen and firemen may think they have it hard, but they do not know what kind of railroading we endured long ago. As a boomer, I used to be like the birds, heading south when cold weather set in. I remember one time when a division super pulled me out of a Pullman sleeper berth, thrust a bunch of orders into my hand, and told me to take out a train that had been waiting two days for a conductor! Down south in those days, if you had only a few years of experience they would make you a conductor or engineer, because most of the brakemen and firemen on southern roads were blacks and could not be promoted. I have had as many as four different conductor jobs in one week. It was easy for me to get them, as I had good service letters.

Even if I hadn't had such references, boomers in the latter part of the past century could easily prepare phony service letters and often did. Some slick operators actually made a business out of fake letters.

Now what does the brakeman or fireman do today? He sits in the cupola or on the fireman's seatbox from one end of a division to the other. When I was a young fellow firing on a midwestern road I sometimes shoveled as much as 28 tons of coal into the fire-

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box over the division on one run; and when I got in I would take a shower, eat a quick meal, take a girl out, and dance with her half the night. This would just about kill the average fireman of today.

I remember being set up as conductor at a princely salary of $3.64 a day. When we left town on my first trip as an O.R.C. (member of the Order of Railway Conductors), a drawbar dropped down, dumping the car behind it off the track. The car was loaded with beef cattle, it rolled down the bank and stopped right side up. We built a temporary track out of lumber —you might call it a "shoo-fly." Then we got the cable off the tender and in about two hours we had that car back on the main again. Only three of the cattle were dead. So we coupled up and went on to our division point.

"A job well done," said the super.

After I had been promoted to conductor, most of my time was spent on work training and laying new branches. I was put in charge of all new extensions with crews of four to five good men, mostly Irish and Scandinavians. I not only supervised railroad building, but also worked as timekeeper, paymaster, general foreman, and procurer of food for the crew. I ruled the men with an iron hand, but they all seemed to like me.

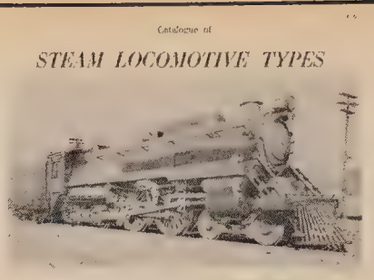
One Saturday morning we had an 8-section bridge to assemble across a major river. I told my crew that if they would put it up in time for the train to roll into town that day, I would give them a feast and dance at night in the town. So they worked with vigor. At 6 p.m. they had finished the job. The townspeople donated use of the hall and provided free music, while the women supplied home-made cakes, cookies, pies, fried chicken, sandwiches, and salads, all given to us. I bought all the beer at the only saloon in town, Well, we had a wonderful night; everybody was happy. Those boys of mine had broken a record that day, and the villagers were proud of them. Some local people had never before seen a train! So you can imagine how they felt.

We had to go to the division end the following day for coal and water. To do this we coupled a string of flatcars behind the engine and rigged up seats on them. On that ride we took all the townspeople, young and old, and we treated them to ice cream. The railroad had looked after that, thanks to a good superintendent, who never questioned a thing I did. All in all, I had a great time while railroading in the old days. My last job before retiring was general yardmaster in charge of 55 switching engines and their crews.—John T. Read, 56 S. Daisy Ave., Long Beach, Calif.

In a recent issue two excellent books were listed as info on the NYNH&H. To these may be added *Formation of the New England Railroad*, by George Baker, and *The New Haven Railroad* by John Weller, Hastings House, 1969. The latter book is concerned with the road's financial affairs.—T.H. Chappell, 9 Heath St., Mystic, Conn. 06355.

I want the history and rosters of equipment and motive power of the International-Great Northern branch line that ran from Georgetown to Round Rock, Texas. It is now the Georgetown Railroad.—Robt. Flemming, 3992 Royce St., Arlington, Calif. 92503.

The Boston & Albany had a car called the *Dolly Varden*, possibly a combination pay and inspection car. Anyone have info or a picture of it? My father remembers it running in the early 1900s.—Steve Banks, 7644 Roberts Dr., Citrus Heights, Calif. 95610.



This revised edition contains 64 oblong pages 8½ by 11 in. printed on 70 lb. enameled paper thus keeping all side views in the foreground clearly showing the smaller details. Over 50 wheel arrangements are included, built from 1831 until 1947, varying from 2 to 24 drivers. Many of the locos are at stride in various attractive geographical scenes of America. The language is very plain but not vulgarly spoken by one that was there. It reveals the true life and attitudes of the men with extraordinary anecdotes and experiences.

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Coming Events

(No charge for listing in this section)

Oct. 20-21: Autumn Leaf Special, both ways, Chattanooga to Crossville, Tenn., behind Southern's 4501, modern coaches, snack and dining car, photo stops. lv. 8 a.m., return 8 p.m. Adults $12.95, kids, $9.95. Special package deal on request. Write Tenn. Valley R.R. Museum, Box 5263, Chattanooga, Tenn. 37406, or phone 615-265-8861.

Oct. 20-21: first annual open house on New Hope & Ivyland by New Hope Chapt. of NRHS. Unlimited rides on all trains, steam mixed, ex-Pennsy doodlebug 4666, night trip Sat. with movie-slide show aboard, buffet meals both days on ex-EL diner-lounge 747, tour enginehouse, photo stops. Richard Roden, chairman, 910 W. Cobbs Creek Parkway, Yeadon, Pa. 19050. (SSE)

Oct. 20: joint Michigan Railroad Club and Canadian Railroad Historical Assn. fall trip in open gons, coaches, diner, caboose over freight-only Essex Terminal Ry., Walkerville to Amherstburg (19 miles round trip), ET shops, dock inspection, photo stops. lv. Windsor, Ont., 1:30 p.m., return 5:30 p.m., $6. Contact Alex Elbling, 71 Brush St., Pontiac, Mich. 48053, or Frederick Dewey, 1866 Penobscot Bldg., Detroit, Mich. 48226.

Oct. 20-28: old rr. clocks, timetables, pix, other railroadiana, at annual National Arts & Antiques Festival, 7th Regt. Armory, Park Ave. at 67th St., N.Y. City.

Oct. 21: Railroadiana flea market. Contact John Smith, Mansfield Model RR. Club, 52½ N. Main St., Mansfield, Ohio 44092.

Oct. 21: Autumn Leaf trip over Pittsburgh & Shawmut, Kittanning to Brockway, behind ex-Reading 2102, diff. types of coaches, snack bar, photo stops. lv. Kittanning 9 a.m., return 6:30 p.m. Adults $22, kids $11. Write Allegheny RR., P.O. Box G. East Akron station, Akron, Ohio 44305, or phone 216-724-7531.

Oct. 27-28: steam on B&M, CV; Boston to Montpelier, Vt., overnight, return behind steam to Boston, overnight rooms. Proceeds help restore ex-CNR 4-6-2 5288. $50 per seat. Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

Oct. 27: fall foliage steam special behind Clinchfield No. 1, 282-mile route thru Marion, Altapass, Spruce Pine, N.C. $2 box lunch ordered with ticket, capacity limited; lv. Spartanburg 8:30 a.m., return 7 p.m. Adults $16, kids $9. Tickets chairman is J.H. Blanton, Blanton Insurance Service, Pinewood Mall, Spartanburg, S.C. 29303.

Oct. 27: free railroadiana bourse, buy, sell, trade, 9 a.m. to 6 p.m., N.Y. Region, National Assn of Timetable Collectors. Holiday Inn, Metuchen, N.J. Contact Francis Meaney, Jr., 21 Willow Rd., Metuchen, N.J. 08840.

Nov. 3-11: 8-day escorted European rail special over steam lines in Portugal. Edgar T. Mead, tour director, Dartmouth Travel Bureau, Hanover, N.H. 03755 (SSE).

Nov. 4: Philadelphia Chapt. NRHS annual railroadiana auction at Robt. P. Page VFW Post 7717, 7053 Terminal Sq., Upper Darby, Pa., 11:30 a.m. to 1 p.m. Contact Paul Kulta, 1359 Green Hill Ave., West Chester, Pa. 19380 (SSE).

Nov. 7-13: "Cynthia" goes to Philadelphia. Michigan RR. Club private car trip, $100 deposit to Geo. L. Schlaepfer, trip chairman, MRC, P.O. Box 586, Dearborn, Mich. 48121.

Nov. 16-30: Mexican rail fiesta and sea cruise, Pacific Coast Chap. R&LHS, private Pullman from San Francisco and L.A. to Mexico City, Acapulco, on scenic mt. route; 7-day cruise. Rates start $1,070. James Weinberger, tour director, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Nov. 17: New Hope & Ivyland excursion with ex-Pennsy Doodlebug 4666, photo stops, $7. Contact Rand Brown, 62 Hillside Ave., Cresskill, N.J. 07626.

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HOBBY CLUB

conducted by Sy Reich

A FEW months ago we inquired which railfan clubs and rail historical societies were planning for the nation's Bicentennial in 1976. The batting average turned out to be somewhat like your Aunt Matilda's against a Walter Johnson or "Babe" Ruth. Either most of the groups don't expect to participate in the celebration or what they have isn't worth making into a program; or maybe they think there is still plenty of time to form committees and put on a top-quality show. But it's later than many of you suspect.

Three rail groups are sufficiently interested in the Bicentennial to put their pots on the front burner and get things stirring in the kitchen: the Railway & Locomotive Historical Society, The American Freedom Train Foundation, and the Lake Shore Railway Historical Society.

R&LHS will hold its annual meeting in San Francisco in 1976 and is planning for a big program there and in Sacramento where its huge collection of historic motive power and rolling stock is located. The OFT group, with the most detailed Bicentennial program to date, expects to tour the U.S., stopping at numerous towns and cities with a 25-car train displaying priceless artifacts and memorabilia. This train, it is hoped, will be headed by ex-NKP 759 and will crisscross the U.S. from April 1, 1975, until July 4, 1976. A grandiose dream? Maybe. But Ross Rowland and his associates, whose brain-child it is, at least have a goal to shoot at.

The Lake Shore aggregation aims to complete its museum, fill it with priceless artifacts and memorabilia, and open it in time for the Bicentennial. If *your* group, Mr. Railfan, has something in the wings ready to go or if you, as an individual, have thoughts on the celebration, tell us about it.

The Historical Publication Committee of the Ontario & Western Chapter of NRHS has been commissioned by the Lehigh & Hudson River to write a definitive history of the road. They need photos of motive power and equipment, timetables, etc. All donated material would be evaluated and returned to the senders. Contact the Chapter at Box 713, Middletown, N.Y. 10942.

Ten railway stations of Canadian National predecessor lines are commemorated in nice pen-and-ink sketches made for the lines' historical projects branch. Each depot, sketched by Toronto artist Richard Brown, has architectural significance, says Norman Lowe, historical projects officer. The stations are Goobies, Newfoundland; Orangedale, N.S.; Kensington, P.E.I.; Saint John, N.B.; Charny, Que.; Meaford, Ont.; Oakburn, Man.; Kipling, Sask.; Eckville, Alta., and Rainbow, B.C. The sketches appear on note paper; a package of 10 costs $2.75. Contact CN's historical projects branch, P.O. Box 8100, Montreal 101, Que., Canada.

The latest addition to the Tennessee Valley Railroad Museum telegraph collection is a key, sounder, and relay set sent by Charles B. Castner, Jr., a Louisville & Nashville public relations man and No. 128 in our series of *Interesting Railfans*. The relics came from the Monon, now a L&N subsidiary. The museum has nine sounders set in a row, all in working order and connected to a selector switch and key so that each one can be operated.

Denver & Rio Grande Western has donated narrow-gage caboose No. 0589 to the Gunnison, Colo., Pioneers Historical Society. It was trucked from Alamosa to Gunnison. The museum now has on display 2-8-0 No. 268, flanger OD, a drop-bottom gon, and a boxcar. Also on the property is a water tank, relocated from Mears Jct., says the Colorado Midland Chapter of NRHS.

All available back issues of *Railroad* may be had at 85¢ each, postpaid. As we are running low on some, it might be wise to order them now while you still can. If you do, select one or two alternate copies from our list in the event that your wanted numbers are no longer available. Orders are filled promptly. You can pay by check, money order, or U.S. stamps. Don't send coins by mail.

Issues available are: all of 1973 thus far; all '72; all '71 except May; all '70 except Sept; all '69 except June. For 1968 we still offer Jan., March, April, May, June, July, Aug., and Dec.; and for '67, Feb., April, May, July, Aug., Oct., Nov. and Dec. All are sold on a first come, first served basis. Our special Circus issue, April '56, is no longer available. It is very hard to get, even from specialized dealers.

The Michigan Historical Collections in the basement of Rackham Bldg. on the University of Michigan campus include much valuable and useful mate-

rial on the state's railroad history, according to Train & Trolley Watchers. Collections membership is open to individuals as well as institutions and groups. Write Robert Warner, 1150 Beal Ave., Ann Arbor, Mich. 48105.

Two R&LHS members, Guy L. Dunscomb of Modesto, Calif., and Fred A. Stindt of Redwood City, Calif., are working on a history of the Western Pacific Railroad. Fred authored *Locomotives of the Western Pacific* in Oct. '54. Guy needs photos of WP steam locos 123, 126, and 127.

A new LP, 45-minute, 12" pure-vinyl record, *Sentimental Journey*—sounds of three steam locos hauling a CP train round-trip between Toronto and Orangeville—is available for $6.45 postpaid from Raymond L. Kennedy, P.O. Box 186, Islington, Ont., Canada.

Dave Tagliarino, president of Kentucky Railway Museum, announces the formation of the 152 Boosters Club, which aims to restore to service ex-L&N Pacific No. 152. "If we raise enough money from 152 boosters," Dave says, "the job can be done." So they are hand-casting full-sized brass numberplates, each weighing about 30 pounds and painted red, exact replicas of the one on 152's smokebox. These sell at $152 apiece. In addition to the major goal, it is hoped that money from the sale of the plates will help to get the museum's 2716 running again, maybe even on fantrips. Contact Dave at the museum, P.O. Box 295, Louisville, Ky. 40201.

The Northern Railroad Assn., based in upstate New York, is not only a railfan group with a museum of rolling stock and other railroadiana. Its main purpose is to diffuse info on the operation and history of railroads and their value to the American economy. NRA helps its members to find projects and/or groups involved in its special interest. It plans to work with local economic development agencies in central New York State in locating new shippers by rail. President and treasurer is Gary Landrio; secretary is Joseph Boniello. Write to Northern RR. Asso., General Delivery, Potsdam, N.Y. 13676.

Bob Schram, a member of the Western Illinois Chapter of NRHS, announces the formation of a Gulf, Mobile & Ohio Historical Society. Like the GM&O itself, the new group is divided into two regions; but unlike the big road, each region is a non-profit corporation designed to provide members with GM&O pix, plans, blueprints, etc. Dues: $5 a year, sustaining $10, life $100. Write Robert F. Schram, Rte. 1. Box 55, Oswego, Ill. 60543.

Amtrak Distribution Center, 11420 Old Baltimore Pike, Beltsville, Md. 20705, is selling 24×28" full-color Amtrak posters $1.25 each, five for $5.

Western Maryland Ry. Historical Society's mailing address is sought by John Murphy, Box 296, Bridgeport, W. Va. 2630.

Roy Carlson has sold his big railphoto collection to Bob Lorenz, of Fremont, Ohio, who will continue issuing *The Midwest Railroader*, as Roy stipulated. So says George A. Berghoff, P.O. Box 9254, Fort Wayne, Ind. 46809, business manager of the Nickel Plate Road Historical & Technical Society.

F.E. Young, retired Union Pacific hoghead and his wife, Edna, spend many hours maintaining in their home at Laramie, Wyo., a museum they started years ago. The museum displays railroadiana and Indian artifacts valued at about $50,000. Young went firing on the UP in Kansas in 1926, transferred to Laramie in 1935, and was promoted to engineer in 1941. Occasionally he sits behind the throttle of UP 8444 as engineer of Rocky Mt. Railroad Club excursions. ●

Pen Pals Wanted

(No charge for entries in this section)

Mrs. Mildred Kelley, 1530 William Way, Concord, Calif. 94520, granddaughter of railroader named A.D. Dellinger, is compiling family genealogy; wants to hear from anyone named Dellinger or acquainted with people of that name. She seeks details about Railroad Magazine's once-popular fiction writer E.S. Dellinger.

Norme Dunne (29), 148 W. 16th St., 1406, North Vancouver, B.C., Canada, will correspond with railfans, both sexes, anywhere. Also swaps train and scenery pix of his area for what-have-you.

Robert J. Andrews (34), P.O. Box 935, Norwich, Conn. 06360, vice president of Mystic Valley Ry. Society, wants to hear from guys and gals anywhere, any age.

Deszy Dy (28), 401 A.F. Llamas Street, Cebu City, Philippines.

Charles M. Kile (35), 512 W. Park St., Salem, Ill. 62881, will correspond with young railfanettes.

Mrs. R.L. Fields, RR No. 1, Bruceton, Tenn. 38317, collects picture postcards.

Fatimo Puno (26), Super Market, Balamban, Cebu City, Philippines.

Kathy Christie, 25 Joan Place, Staten Island, New York 10311.

Ben H. Justes (59), Rte. 1, Box 254, London, Ky. 40741, in very poor health, needs cheer-up letters and cards.

Wayne M. Oldaker, 73 Devonshire Rd., Sunshine 3020, Melbourne, Victoria, Australia, member of rail family and of Australian Ry Historical Society, wants rr. pen pal.

Mr. K. Wright, 22 Memorial Ave., Epping, Victoria, Australia 3076, offers Victorian Rys. color slides in exchange for slides, photos, info. on modern Amer. trains, equipment.

Dale Rice, 8244 Vallejo St., Denver, Colo. 80030.

Narcissa Mutia (22), 26 P. del Rosario Extension, Cebu City, Philippines.

Michael Parry, 36 Queens Park, CH7-1TO, Mold Flintshire, North Wales, United Kingdom, wants railfan, and railfanette pen pals interested in rail travel, photography.

Avery Von Blon, Box 6422, Waco, Texas, wants to hear from ex-employes of SA&AP and SAU&G.

Elmer Hedrick (25), 116 Oak Ave., Elsmere, Del. 19805, desires female pen pals, also caboose info, pix.

Josephine de Paz (32), 119 Katipunan Street, Cebu City, Philippines. ●

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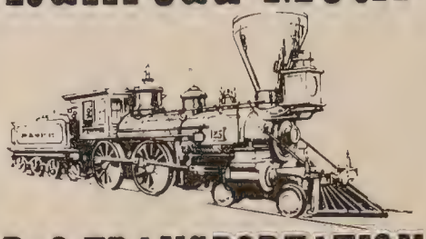

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DM&IR 221 (2-8-8-4)	WAB 702 (4-6-4)

– JIM ADAMS –
2405 W. McNICHOLS DETROIT, MI. 48221

PHOTOGRAPHS OF THE MONTH

Thunder on the rails. Ex-Reading 2102 rumbles through Medina, Ohio, on Steam Tours fantrip, Akron to Spencer, in 1971.
Ray Lakofsky, 4975 River Rd., Perry, Ohio

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Pecos Valley Southern Ry. GE 70-ton No. 7 southbound with empty gravel cars at Locker Spur on 29-mile road in West Texas, on November 3, 1972. Locale sign looks like an old grave marker.

"Hey, miss, take your foot off that rail. You're violating a safety rule." Joan Hatch, from Jacksonville, Fla., watches as St. Mary's R.R. RS-3 No. 501 switches at Seaboard Coast Line interchange in Kingsland, Ga., in 1972.

William T. Morgan, AN, Box 26, Fleet Weather Facility, FPO, New York 09571

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Penn Central's Shore tower, near Frankford Junction station, now torn down. Amtrak train is heading toward North Philadelphia station on a misty August day in '73. City's much-traveled Frankford Elevated line crosses on nearby bridge.

Central Vermont No. 4550 is a happy Geep with Ann Mihovan hanging on. Ann hails from Nahant, Mass, and at the ripe old age of 18 thinks railroading is great.

Robert Redden, 113 Munroe St., Lynn, Mass. 01901

Horrors, Magee! After a radio call to Erie Lackawanna at Pocono Summit, Pa., ex-NKP 759 is given a hand, by two GP-7's, Nos. 1246 and 1244, out of Devil's Hole Curve, where she stalled with the *Scranton Flyer* on High Iron Company excursion on a hot day last July 22nd.

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove Station, Fla. 33133

Awaiting its next run: caboose in old Illinois Central yards, Chicago lake front area east of Loop in Jan. '67.
Photograph by Richard F. Lind

Robert E. Abernethy, P.O. Box 230, Granite Falls, N.C. 28630

Clinchfield SD-40 No. 3020 on head end of southbound freight shown leaving first Washburn tunnel in Sept. 1971. Loco was painted black with yellow lettering and trim. Note how the angle at which camera was held sharpened the curve.

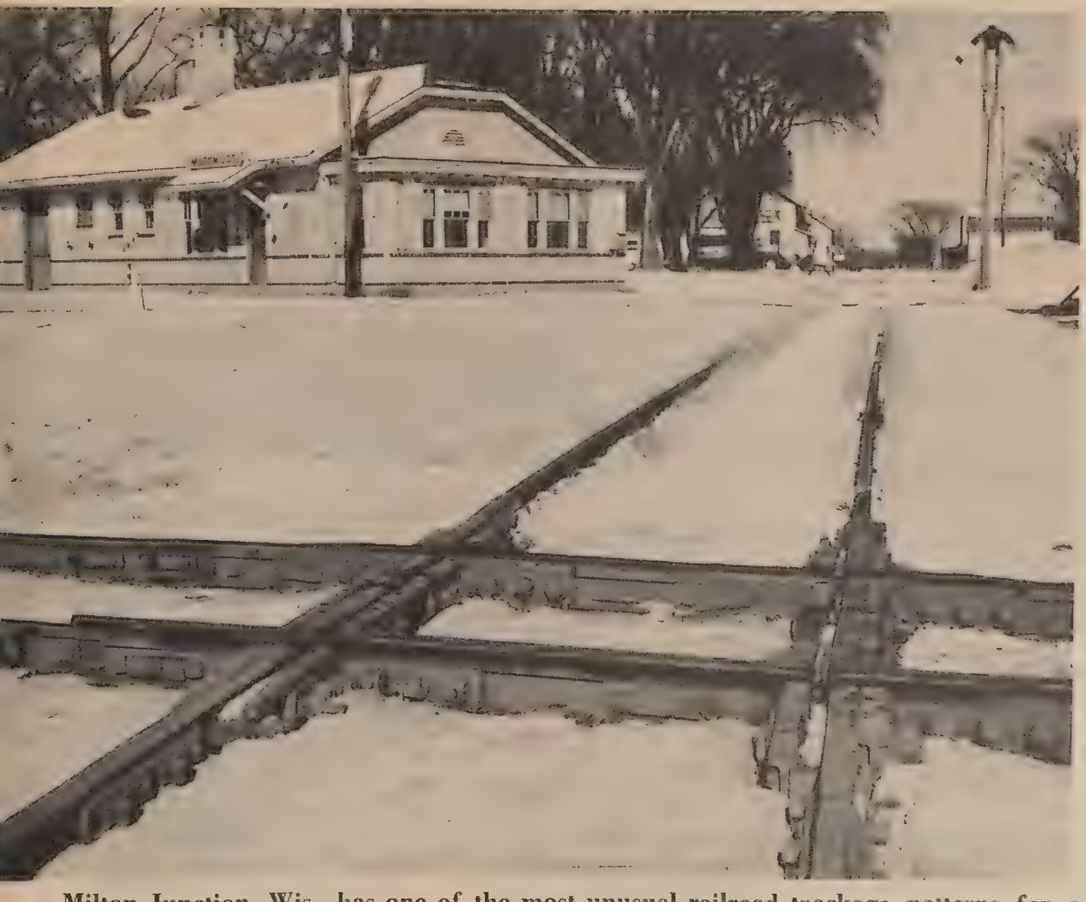
Underneath view of scoop that picked up water from track pans on a New York Central steam locomotive; man not known.
From Railroad Magazine's photograph file

Vegas lights never dim. Two 6900 class Union Pacific *Centennial* units westbound in yards at Las Vegas, Nev., with hotshot freight *Los Angeles Forwarder* stopping for crew change on April 14, 1973.
Photograph by Gary G. Allen

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Janet Ricciarelli checks her timetable in the old Southern Pacific depot at Berkeley, California, on a day in April 1973.

Venerable Van Horne mansion on Montreal's Sherbrooke St. is like the man, solid, and dependable. It has recently been the subject of considerable controversy. City-planners and a would-be purchaser want to demolish it to make way for a high-rise apartment, while sentimental citizens and many historians want the old CPR tycoon's place restored to its former glory as a tribute to the times. If it goes, something not only of Montreal, but of the country itself, will go with it.
Canadian Pacific photograph



Milton Junction, Wis., has one of the most unusual railroad trackage patterns for a community of less than some 3000 people. It has two railroad junctions, three wyes and a system of rails that make it possible to completely turn around a train of any length. (left) Chicago & North Western crosses over Milwaukee Road near station and site of old hotel and depot that burned years ago. (right) South wye of Milwaukee Road at Milton Junction looking north in 1973.
Robert P. Jones, 332 W. Madison Ave., Milton Jct., Wis. 53564

Opal E. Butler, asst. agent/operator at Wilton, Conn., hands clearance card up to engineer of Penn Central commuter train 1148 on Aug. 1, '73. Engine 5008 is an ex-New Haven EMD FL9. Opal first hired out as a train-order operator for the MoP in 1942, working in several stations in Louisiana. Her husband has 31 years in rail service and a son is with PC at Brewster, N.Y.

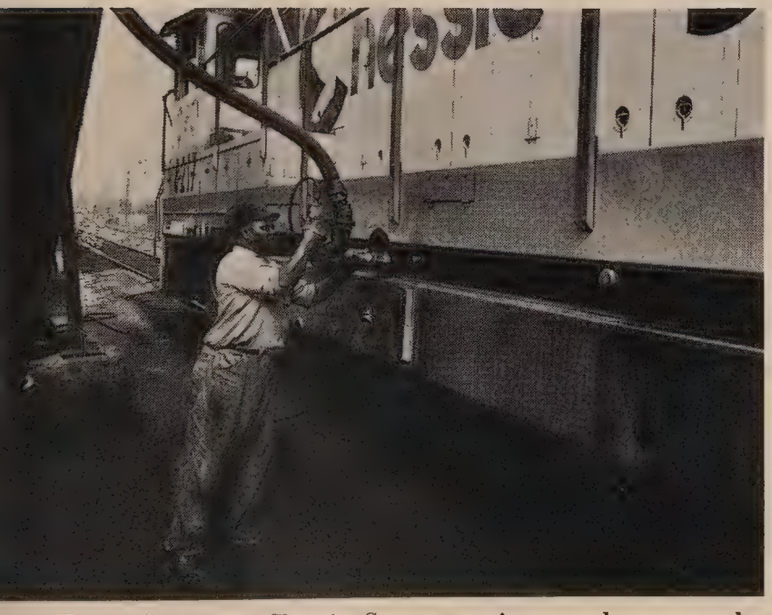
Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

Photograph by Ed Wojtas, editor of "Rock Island Rocket"

Gary Widell, manager of mechanical engineering and research for Rock Island, checks welding quality on underside of new gondola built by Thrall Car Manufacturing Co., Chicago Heights, Ill., in early June, 1973. The gon was the first of a series of 100 to be built by the company, and because of that was an important one to inspect. The car is 52′ 6″ long.

IT'S ALL PART OF A DAY'S WORK

Scrub 'em down, boys! Auto Train gets a good washing at Sanford, Fla., after the long and fast run south from Virginia.
G.W. Gerhart, P.O. Box 245, Miami, Fla. 33138



Henry Sampson, Chessie System engine supply man and a veteran of 31 years with road, sees to it that diesel gets enough fuel for day's work at Clifton Forge, Va.
Photograph from Chessie News

Robert Redden, 113 Monroe St., Lynn, Mass. 01901
Sitting in cab of Geep 9, veteran Central Vermont hoghead D.F. Lyons gets order to resume speed from "brains" after dropping off two cars from way freight at Yantic, Conn.

CP Rail

Heading south to Trail, B.C., with 28 cars, Canadian Pacific symbol freight First 87 crosses the Kootenay Lake bridge at Taghum, B.C. Vintage C-liners both lead and follow in power consist with a trio of H-16-44's in the middle. The power numbers are 4105, 8609, 8724, 8607, and 4104. The date is May 7, 1973, with spring in the air.

Gary S. Daniels, 4402 Bingham, Dearborn, Mich. 48126

Newly arrived mail was toted over to lonely, empty station on the Erie at Cameron Mills, N.Y. Depot dreams in summer sun of former passenger-train glories.
Photograph by Mike Runey

SUBURBAN TRAINS OF YESTERDAY

by Arthur Curran

OFTEN I think of the many suburban trains that flourished in those never-to-return days of the horsecar and the hansom cab, in those days when you had to use the railroad even to reach nearby communities.

In New York, for instance, you could make the best time to any point north of 42nd Street by taking the locals of the Hudson River Railroad or the Harlem Railroad, as they were popularly called. Round-trip tickets between Grand Central and Mott Haven (the present 138th Street) cost only ten cents for the four and a half miles—a dime for nine miles!—which was certainly a travel bargain on the speediest and most comfortable form of transportation in its day. Further out, the rates were higher, of course, though not excessive. In the city, stations were located at 59th, 86th, 110th and 125th streets. All but one of these have long since been abandoned; the one at 125th Street is now serving Penn Central.

Hoghead tinkers under cab of New York, New Haven & Hartford No. 1067 before leaving Boston's South Station. Eight-wheeler was a C-10. (Cooke, 1890).
Collection of late Charles E. Fisher

Some small tank engines were used on these runs, but in time they were replaced by 4-4-0's. For the Harlem Division, the 4-4-0 types were of class B-1 (later C-10), examples of which both Schenectady and Rome built with 18x 24-inch cylinders, 64-inch drivers, and weight of 96,300 pounds.

Though outshopped in 1889, they had only 145 pounds pressure. This was a mistake which later led to the construction of a heavier and more expensive class, B-1 (or C-10), which was plenty good enough, in most respects, for the service intended. However, a design with 18x22-inch cylinders, 64-inch drivers, and weight of 110,000 pounds

was built at Schenectady. This had 180 pounds of steam and became known as class C-10.

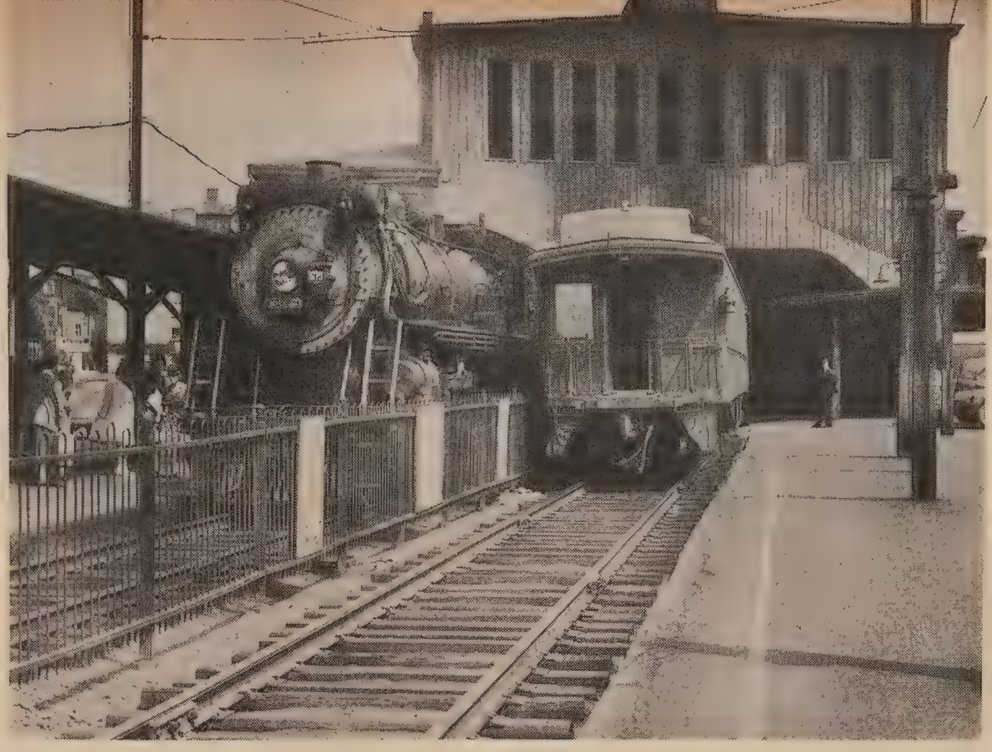
If Schenectady had built the 689, for example, for 180 pounds of steam—or if the road had so ordered—she would have been great. In that case, the Rome B-1 engines would have had the same pressure. As locals had not less than three nor more than six cars, it will be seen that the lighter class could have done the work.

But the road was not yet satisfied. For service between Grand Central and Yonkers, a 2-6-6 tank design was built in 1891 with 18x22-inch cylinders, 64-inch drivers, weight of 171,000 pounds, and 180 pounds of steam. There were only a few of this type—perhaps three—and they were not liked. Accordingly, their tanks were cut off, thus converting them to the Mogul (2-6-0) type, with separate tenders. Even in this form, they were nothing to write home about.

Curiously enough, the New York Central made a similar experiment a decade later, with the same results. Oddly, too, the Illinois Central built tanks onto old Moguls, thus converting them to suburban tank engines. And the Chicago & Eastern Illinois had a class almost exactly like the NYC 2-6-6's. During the 1890's, however, no attempt was made on the NYC main line to disturb the supremacy of the 4-4-0 in local passenger service.

The rolling stock was very good. Some commuter trains had movable chairs in the smokers, which facilitated card games and sociability. Ideas of distance were quite different, in those days, from what they are now. If you are a New Yorker, your grandmother may tell you that when she was a girl people went from the big city to nearby Dobbs Ferry, N.Y., for the summer and enjoyed a swell vacation. A man by the name of Hathaway ran a little hotel there which was considered quite swank. Grandpa could run down to the city to work every day if he liked—or had to.

Other folks went to nearby Lake Mahopac, which was and still is quite pretty, and they had a grand time. More pretentious families owned or rented "places" at White Plains and vicinity. They "rode the cars," as they described rail travel, and got a big kick out of it. The "lordly Hudson" and the rolling hills and dales between White Plains and Chatham were known to millions of us long before we had motor vehicles or diesel locomotives.

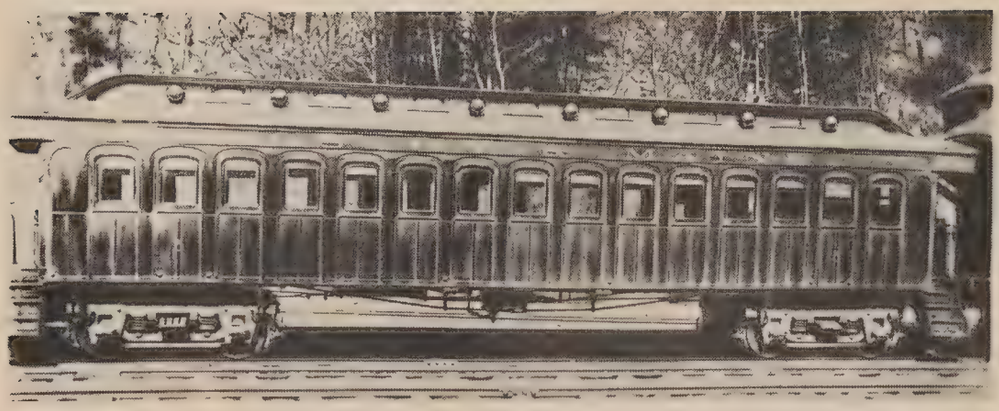


Many a suburban train stopped at this old Boston & Maine trainshed in Salem, Massachusetts. Structure, like Pacific 3679, has long since vanished from the area.

Rail Photo Service, 125 Kennedy Memorial Drive, Waterville, Me. 04901

Collection of Melvin C. Krampf

Ten-wheelers on New York Central's Putnam Div. hauled commuter trains such as southbound train 104 pulled by No. 1267 just leaving Kitchawan, N.Y., depot.



Early B&M passenger coach used later in 1890's suburban service in Boston.
Collection of Gorton T. H. Wilbur

A few oldtimers could tell you the names of several enginemen, firemen, and conductors who ran trains on the Hudson River and Harlem divisions forty or forty-five years ago. These elderly gentlemen may even condescend to say some nice things about today's diesel power, but they cannot forget the time when they were younger and the whole world seemed younger. It must have been different in that era, because people thought more of a trip of 143 miles to Albany, N.Y., than their children and grandchildren think now of a flight to San Francisco.

Incidentally, the past was colorful in a literal sense. New York Central passenger rolling stock was finished in red with gold lettering and gold-and-black striping. Boxcars were painted light yellow with black lettering. In addition, the through freight lines used blue, pea-green, and various color combinations to distinguish their equipment and thus prevent its misuse. All these things, and more, the suburban rider of long ago saw and remembered. Not the least interesting was the crowing of roosters heard at station stops within the city limits of New York. That's something for the sophisticated wisecrackers to laugh off. And it wasn't a hundred years ago, either.

Trains were comfortably filled, but there were none of the football rushes such as were introduced later on suburban trains and especially on the subways. On the average, manners were pleasant, as regards both passengers and trainmen. Perhaps that was because so many folks became acquainted as the result of riding together a great deal.

As time went on, suburban service became so heavy that it interfered with the running of the then profitable through trains by congesting terminal stations and the approaches thereto. Moreover, the small steam engines, specially built for local passenger service, were being discarded, and superannuated express locomotives—totally unsuited to the service—substituted for them, before the diesels came in. Altogether the situation was becoming difficult. So some roads electrified their suburban lines, while others were content to let the short-haul business go to local transit companies.

The oldtime suburban train made fortunes for real-estate speculators and happy hunting grounds for tax assessors. Transportation gave value to vast tracts of land that previously had been worthless.

Facetious cartoonists like to draw pictures of small engines pulling perhaps two or three cars on a jerkwater pike. There was a time, however, when citizens of growing communities were glad to ride behind these small engines and ship their goods to market by the same method.

An interesting field of study is afforded by the once-flourishing suburban lines in and near large cities which disappeared as a result of changing conditions. Now and then, some collector turns up a few photos of the motive power of these roads, but information about them is rather elusive. At one time these roads handled a big traffic and held an important place in the localities they served. But now the really astonishing little roads are gone, or else are parts of larger systems. ●

Santa Fe passenger train shown arriving at old Perris, Calif., depot in '91.

Collection of late Charles E. Fisher

Boston, Revere Beach & Lynn 2-4-4T No. 5 waits for crowd rush at East Boston.

PREMONITIONS OF DISASTER

Compiled by Freeman Hubbard

EVERY railroad man has had experiences he cannot explain on a rational basis; his life is influenced to a greater or less degree by premonition or hunches. This statement applies to people in general, but especially to men engaged in the relatively hazardous occupations which include land, sea, and air transportation. Get talking confidentially with any old rail—or a young one, for that matter—and he will admit there were occasions when he caught dim and confused glimpses of the future, maybe hints of impending disaster.

As a rule, these intuitions are too vague to have practical value. Walter A. Seidel, an Illinois Central train dispatcher, recalled such a case. Even though the presentiment caused him to take extra safety precautions, two trains rushed into head-on collision. Evidently the higher power—or whatever it was—that warned Seidel did not present the vision clearly enough for him to avert a tragedy. Nevertheless, he *did* have the premonition prior to the cornfield meet. We have known of too many somewhat similar instances for us to doubt this one.

With some folks—of which Joan of Arc was a notable example—and possibly with all of us at one time or another, hunches come as an inner light we should not ignore. E. Z. Hammon cited a case like that from his own experience. Hammon was a Southern Pacific hogger living in Portland, Ore. He worked in engine service for fifty years. The incident happened in November, 1901.

"At that time," he said, "I was a young engineer on the Wabash road. I was on the extra list, but had a regular engine in the chain gang—*pool*, they call it today. The Illinois Central was then beginning to install automatic couplers in place of the old link and pin and Miller hook. Our division extended between Springfield and Tilton, Ill. In the middle was Decatur, where the St. Louis Division connected with the main stem. Between Decatur and Tilton was a turn-around used in taking fast trains east.

"One day I was called to run engine 9 hauling First 17 passenger train from Chicago to Springfield. We left Decatur at 8 p.m. in a gale, the like of which I had never seen before. The fireman and I got the 9-spot out on the main at the Decatur depot, waiting for time to go. We were drenched with rain. The old kerosene lights which illuminated the cab in those days flickered and sputtered. I asked my tallowpot if he had filled the lamps.

" 'Yes,' he said, 'and I changed the oil in them, too.'

"This peculiar behavior of the lights I took as an omen, and I said: 'Something tells me that we will have a breakdown in the eccentrics.' So I lit my torch and examined them minutely. I even crawled under the engine, despite the storm, giving her a real inspection. Finding nothing wrong, I got into the cab and opened the throttle. No jinx was going to stop me if I could help it.

"Almost blinded by the torrent, I could not tell where we were going except from the occasional sound of rumbling past cars on sidings or from catching flashes of light at depots as we thundered by. At Niantic I saw the board out for orders, so I pulled up and went into the station. The operator said the dispatcher had reported my classification lights were out. This surprised me. Drawing back the op's window shade, I showed him my lights. They were shining brightly through the rain. This puzzled him, too. He gave me a clearance and I got going again. After those two incidents I *knew* something would happen.

"We proceeded as best we could in the cloudburst, feeling our way along until we reached the east switch in the Riverton yard. At that place the wind had blown an empty gondola out to the switch points from the siding that serviced a coal mine. Luckily, within a hundred feet of the car, a flash of lightning revealed the danger. I judged that the car was loaded and had been overlooked by the last crew that picked up a coal train, and 'wiped the clock' for an emergency stop.

"We plowed into her nevertheless. For a moment the tallowpot and I were stunned by the impact. When I came into the picture again I saw the tallow leaning against his seat. 'Are you hurt bad?' I asked; but he replied, 'Not at all,' after which I told him to hit the grit and flag the second section.

"While he was gone, I checked to see what damage had been done. I couldn't find the car. Afterward, the dispatcher told me that half of it had gone down the siding, while the other half had sailed out to the right-of-way fence. The only damage to the engine was the loss of her pilot. The track was

not even nicked. So I called in the flagman and we highballed once more, seven minutes late. The overwhelming sense of disaster suddenly left me.

"Luckily it was my Number 9, rather than the engine on Second 17, which had struck the car. The engine on the following section had a pilot bar instead of a coupling on her pilot, and the damage in that case almost certainly would have been very serious."

ANOTHER old-timer, Gilbert Fournier of Gilman, Vt., had a hunch one day in 1918, when he was braking the smoky end of an extra out of Rumford, Maine, on the Maine Central.

"Our engine was the 514," he related. "I got her from the roundhouse track onto the main stem and backed her into our train. After coupling the airhose I climbed into the cab and sat on the fireman's seat. The fireboy, 'Doby' White, said I didn't seem to be in good spirits and asked, 'What ails you?' I told him that I had a feeling of something bad in store for me. That gave him a laugh, and you couldn't blame him, I felt kind of foolish myself. He and Engineer Wills kidded around a bit, trying to put me in a good humor, but I still felt gloomy.

"We got rolling all right, and every once in a while White would inquire, 'How are you feeling now?' My reply was, 'I still feel like something is going to happen'—which widened the grins on the faces of the two enginemen. About 4:30 p.m. we stopped at Mechanic Falls and took water. Then we pulled down to the telegraph office for orders to deliver cars to the Grand Trunk. When I entered the office for the flimsies, Agent Foss said: 'Gil, you've just lost one of your best friends, Bill—'

" 'Bill Lovejoy?' I gasped.

" 'Yes,' said Foss. 'He was caught between two drawbars while switching at Rumford Junction and it killed him instantly. I'm sorry, Gil.'

"But hearing the bad news lifted a load off my mind. Almost anything is better than suspense. I went out and said to fireman White: 'Well, it's happened!' And I told him. Doby would not believe me at first and had to get Foss to verify it.

"I've had the same feeling of dread many times, one of them being on the day when my father met death, also on the Maine Central."

AMONG the famous bits of rail lore is "Billy Richardson's Last Ride," a poem written by A. Meeks of Roanoke, Va. It tells the story of how an engineer on the Chesapeake & Ohio's *Fast Flying Virginian* went to glory on the morning of December 14th, 1910. Billy's tallowpot, J. C. Lively, who had been firing since 1905 and was promoted to the right-hand side the year after the tragedy, retired in 1937 with a vivid recollection of the "last ride."

W. S. Wicker called at his home in Hinton, W. Va. The two men got talking together. Lively said he had made the first non-stop run from Huntington to Hinton with a 15-car "string of varnish" and had pulled every class of train from the President's Special down to the so-called Irish Mail. But the most memorable trip in his 32 years of engine service, Lively recalled, was the final run he fired for Billy Richardson. The visitor inquired about that run.

"Billy was one of the pioneer railroaders of this area," Wicker sighed. "Because of seniority he had the run of his choice, the *F. F. V.* between Hinton and Huntington. Billy was a throttle artist. I was proud to fire for him. A fine Christian he was, too. Never liked his fireman to use profane language.

"On December 13th, 1910, as we were leaving Huntington, a friend remarked: 'Well, Billy, I guess you'll stay on this run until it finally gets you.' The engineer tried to pass it off with a grin; but shortly after we had pulled out of town he said to me:

"Some people don't seem to realize how it makes a man feel to start out on the road with such a remark ringing in his ears. We never know what is around the next curve. I believe we all have a time and a way to go. If mine must be in my engine cab, then I am ready.'

"Judging from the way he spoke, Billy had a premonition that his end was near. . . .

"Next morning was clear and cold. We left Hinton on time with the *Fast Flying Virginian*—train Number 3—engine 161 and nine cars. Billy appeared to be in good spirits. As usual, he said very little in the cab; just called the signal indications and referred to other small matters in connection with his work. We wound down the New River Canyon, famed for its scenic beauty, Billy handling the train like the expert veteran he was. When we passed through Saint Albans, he glanced at his watch and said we were a few moments late but should get to Huntington on time 'if nothing happens.'

"I wonder now how much meaning the engineer, heading toward death with every turn of the drivers, put into those three words, *'if nothing happens.'* Was the premonition of disaster still lurking in the back of his mind? Nobody will ever know this side of the River Jordan.

"Increasing speed, he called 'Clear signal!' as we approached a block signal. After that he leaned out the window and blew the whistle to inform the mail clerk on our train that we were coming to a crane.

"And then it happened! Billy's head struck the mail crane and he slumped back into the cab, unconscious. Blood trickled down his fine white face. Leaping over to him, I caught and held the limp figure with one arm; then I stopped the train with my other hand. We carried him as gently as we could to the baggage car. Another hogger, James Garretson, who was deadheading on Number 3, ran our train on into Huntington. Billy lived until he got home, but died without regaining consciousness. His last words were 'clear signal.' I firmly believe that when Billy Richardson crossed the Jordan that day he found a clear signal beckoning him on to the Great White Throne."

There was nothing else to say. Wicker quietly picked up his hat, murmuring his thanks and good-bye, and headed down the porch steps. Through his mind drifted the words of the old poem, "Billy Richardson's Last Ride":

Through the West Virginia mountains
Came the early morning mail;
Old Number Three was westbound,
The fastest on the rail.
Billy Richardson of Hinton
Was called to make the run,
To pull the fastest mail train
From there to Huntington.

Then Billy told his fireman
That he would happy be
If he could die while pulling
A train like Number Three.
"I want to die on duty,
Right in my cab," said he,
"While pulling eastbound Number Four
Or westbound Number Three."

Then pulling down New River
Came westbound Number Three;
By Thurmond and Cotton Hill,
No danger could he see.
His head then struck a mail crane,
While pulling down the line;
He never pulled that train again
To Huntington on time.

BILL WOOLDRIDGE, a Northern Pacific telegraph operator of Long Beach, Calif., recalled a couple of hunches which had saved the life of his son, William, Jr., in the first World War; and had this to say of his father, Morton Wooldridge:

"About 1869, when Dad was employed on the East Kankakee section of the Illinois Central, he heard his gang talking about a body found the day before in the Kankakee River. Coroner's investigation failed to disclose the identity, the men were saying, so the corpse was buried in a nameless grave.

"My father interrupted him with, 'It was Kane's body,' referring to an Irish-American section hand they all knew.

" 'Why do you speak so positively?' one fellow asked in amazement.

" 'Because,' Dad replied, 'I saw it in a vision.' And, sure enough, when two men were sent to dig up the body the next day, they discovered it was Kane's!"

ANOTHER firm believer in hunches was William E. Weir of Brookfield, Missouri. "They saved my life at least twice," he admitted, "and the only time I refused to heed one I got in bad for not doing so."

Bill had been employed as brakeman and then conductor on the West Hannibal Division of the Burlington in Missouri, beginning in 1912.

"My first experience with a premonition occurred 25 years ago," he said. "One cold winter night I was braking behind on drag freight. We stopped at a certain station for water. Being close to the head end after looking the train over, I rode the engine to the next town, knowing we were to take siding there.

"The head brakeman had been raking black diamonds down for the fireman for several miles, as the coal pile was shrinking back into the rear of the tank. I was on the point of volunteering to head in for him, when something warned me not to. Twice I started to make this offer, but did not get the words out of my mouth. On the third attempt, I disregarded my intuition and told him.

"There was about six inches of freshly fallen snow on the ground, and after cleaning the switch I gave the engineer the come-ahead signal. In coming on, the fifth or sixth car jumped the track. For this I was hauled on the carpet and roundly censured by company officials for having left snow and ice in the switch. However, the incident did me one good turn: it taught me not to disregard hunches.

"One night in the year 1922 I was again on drag freight. We headed in at Chillicothe to meet another train. When our engine stopped to take water and we were in the clear of the main line, the conductor and I walked up to the head of the train, looking her over. Five cars ahead of the caboose we found a brake beam down. The con said he'd go and break the news to the engineer, warning him not to move; then he'd give me a stop signal with his lantern, after which I was to get underneath the truck and take the brake beam down.

"Well, I waited while he walked to the engine and gave the stop sign. Then I crawled underneath to disconnect the loose beam. Suddenly an inner voice seemed to shout, 'Get out!' So I scrambled out as rapidly as if someone had taken a shot at me. I couldn't imagine what had scared me. Standing there, I checked over in my mind the signal which the conductor and I had agreed upon. It seemed all right. Again I crawled under the car, and once more I was driven out in a hurry by a warning from the invisible monitor. This time I was shaking all over, but didn't know why.

"Just about that time the engineer gave a couple of toots on his whistle and pulled on down the passing track. I managed to climb aboard the caboose and dropped onto a seat. I was limp as a dishrag, realizing how narrowly I had escaped being dragged to death under that car. When I recovered somewhat, I went onto the platform and leaned out. Looking ahead, I saw the conductor give stop signals to the engineer, but the latter kept on going to the other end of the passing track.

"The con then made a dive for the caboose, caught it, and grabbed for the emergency airbrake valve without noticing me. I stopped him before he could set it. He panted wildly: 'Bill, I thought I'd killed you!'

" 'What on earth happened?' I asked.

" 'Bill,' he said, 'I gave you the signal before I told the hogger, and the head brakeman ran out just then saying that the dispatcher wanted to see me, and I forgot to tell the hogger not to move.'

"Boy, was I mad! I told him plenty; and believe me, I never trusted him again in anything like that.

"Two years later, at Lathrop, I had another experience. We were running around our train to set out a car with a drawbar out on the wrong end. It was a moonless night, dark as pitch, and I was riding the footboard on the back of the tank backing up. An inner voice warned me unmistakably to get off of the footboard. This I did by getting around on the stirrup at the side of the tank—a stunt I never did before or after when there was a footboard to ride.

"As I rode on that precarious perch I heard someone yelling. I tried to flag the engineer down, but before he could stop we ran into a herd of swine. Well, it rained hogs all over the back of the tank, even bending down to the rail the step on which I had been standing!

"Yes, sir," concluded Bill Weir, "those three experiences have taught me to believe in premonitions."

AND finally we quote James B. Cain of Chicago, Illinois, who does not mention any names or places. In fact, two of the names of towns he gave are fictitious, although he said the facts themselves were true.

"This little job," he explains, "was so well covered up that I do not want to uncover it."

"I was braking on a 121-mile division," he told us. "It was all double-tracked and protected by automatic block signals. Facing-point switches on this division were so popular that it had six on the westward main and seven on the eastward. About one mile up track from each of the stations stood an automatic signal to protect any train stopping there.

"In the wee small hours of a fine autumn morning in the late 1920's we were rolling merrily westward in a big Mikado on the front end of a 48-car hotshot. Crawling along a few miles ahead of us was a drag, consisting mostly of empties.

"At a place I'll call Midland Junction, about halfway over the division, we came up the main stem from the east just as the drag went out over the west switch. Our crew fueled and watered the hog and, after a rear-end brake test, we left town. We said a few words about the drag freight around which we should have run at the station but which was not out on the main still ahead of us. Our hogger and tallowpot figured the drag would be in the hole for us at a place I'll call Branch Creek, eighteen miles to the west. But I, the head brakeman, doubted it.

"At Branch Creek there were eastbound and westbound passing sidings, respectively 4472 and 4458 feet long. The west switches of these sidings were about 700 feet east of the station. East switches were some 100 feet west of the mileboard and the westbound block signal. From the east, the tracks topped a slight rise of about 2000 feet east of the mile board and dipped downward

slightly to the west through a shallow cut east of the switches. To complicate matters, from these switches extended a rather sharp curve 783 feet long, to the right, westbound, in both mains and both passing tracks.

"And east of the switch points a narrow dirt road skirted the foot of low hills through which the railroad was cut. That dirt road turned out to be the alibi for the incident I am about to relate. At that time the passing-track switches happened to be in bad condition.

"Now, here's where the hunch comes in: I felt sure that, signals or no signals, we were going to hit that train of slow freight. We were moving fast and the knowledge that a drag was plodding ahead of us made me uneasy. Our hogger was a tough old Scot, and this was one run when he didn't have to urge me to check every signal with him. Seven times I leaned out the gangway looking for the emerald. Finding it, I would holler, 'Clear block!' and hear Mac call it back to me. Then came a forty-five; an amber light, which turned green just as Mac and I were ready to start swearing.

"We climbed the slight hump and rolled down toward Branch Creek. Into view came the block at the mile board and, beyond it, the passing-track switch light. Both were green. I called; Mac answered, and sounded a grade-crossing warning as we rolled through the cut. I pulled my head back in the gangway—and then it happened!

A loud hiss like a pistol shot and a jerk that threw me sidewise indicated our brakes had been set in emergency. Mac roared: 'Unload; we're into something!'

"He struggled with air, reverse, and throttle. I looked out the gangway and suddenly felt very sick. Two red markers on the rear of a freight caboose loomed directly ahead of us around the curve! My knees buckled and I clenched the hand-rails; I hadn't strength to join the birds. And I blocked the fireman's path.

"My past flashed through my brain, and I cursed—mentally, of course—the crew of the drag and the inventors and maintainers of block signals. I wondered how this predicament could have happened. Had I called a red-eye green? All this of course, had taken place in a few seconds, and I smelled metal being burned by friction.

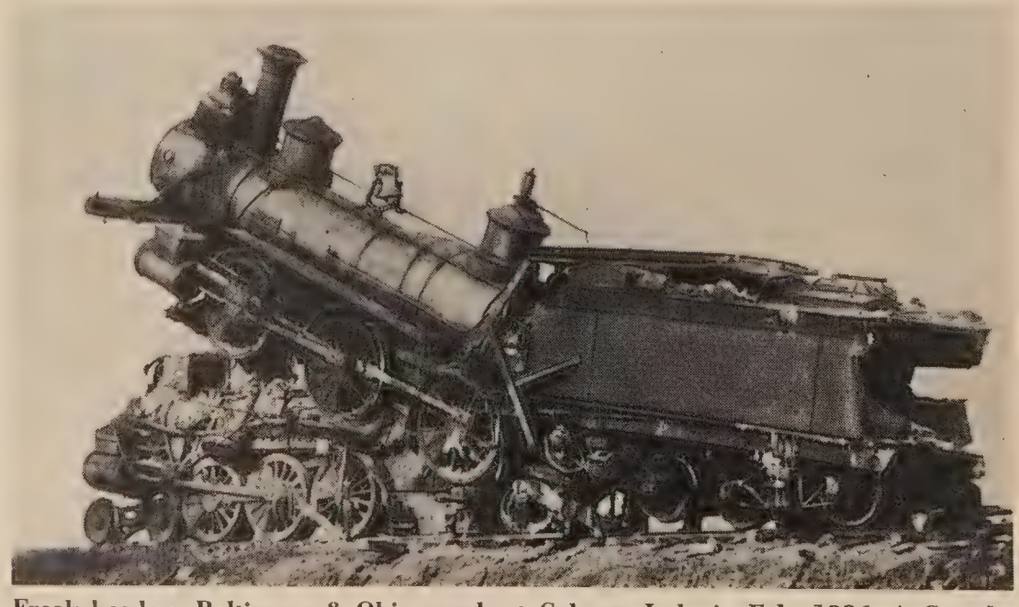
"With bated breath I waited for the splintering crash of a caboose hurling me through the Pearly Gates. But my head whirled as we stopped on a dime —without hitting anything. The drag freight had been in the clear; but its crew had forgotten to change their markers, which were still set for main-line running—i.e., both were red! And while we were around the curve, we hadn't been able to see that the drag was not on the main.

"When it finally dawned upon us that all members of the crew were safe, we got together and figured out an alibi. This was placed officially on the record: 'Undetermined damage to brake shoes, car wheels, engine tires, and delay at MP 96-8 caused by emergency stop due to automobile stalled on grade crossing. Automobile was driven safely away before identity of driver could be learned.'

"The incident was closed. My premonition about us running into the drag freight had seemed for a few tense seconds to be materializing."

Yes, hunches and premonitions play a part in the lives of railroad men. ●

One of the last steam-operated big hooks, Southern Pacific's MW7060 just returned to Truckee, Calif., from clearing nasty wreck up on the Donner line recently. A light snow was falling as wrecking crew unloaded light equipment near station. Gangs worked three days clearing line, leaving wrecked diesel.
Photograph by Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611



Freak head-on Baltimore & Ohio wreck at Coburg, Ind., in Feb. 1886. A Camelback Ten-wheeler collided with locomotives 942 and 933, doubleheading freight, after the engineers had lost their bearings in driving snowstorm. Hogheads were Billie Niles, Jerry Murphy, and a throttle artist named Gilmore. There is no record of whether any or all engineers were killed in this long-ago scene.

Sierra Railroad tripleheader, with locos 3, 34, and 28, hauling nine car train enroute to Jamestown, Calif., in 1973.
Photograph by Michael A. Eagleson

IN SEARCH OF STEAM

Mike Eagleson

SIERRA RAILROAD takes our spotlight this month for having successfully operated its third steam tripleheader since its last regular steam run in April 1955. The California short line emptied its Jamestown roundhouse of steam engines last September 2nd to power the excursions, to the delight of fans, myself included.

Consolidation No. 28 was in fine running condition. So was Mikado No. 34—actually now owned by an Arizona railroad known as the White Mountain Scenic but still being retained for a short time in its authentic Sierra livery. But the day's star performer was Ten-wheeler No. 3, an 1891 graduate of Rogers Locomotive Works, Paterson, N.J. (For details on Paterson's famous locomotive plants read "City of Iron Horses," by Walter A. Lucas in our June '33 issue, if you can locate it.

Fare on the specially arranged fan-trip, sponsored jointly by the Pacific Locomotive Assn. and the Sierra Railroad, was a stiff $25, but profits from the day will be used to help reflue the aging 4-6-0. Incidentally, on the previous day old No. 3, herself a Hollywood and TV movie veteran of countless films, operated with ancient wooden-bodied coaches and sported a huge fake stack and square oil headlight. Cordwood was then piled high—get this!—upon her fuel-oil bunker tender. Fortunately, the inaccuracies were removed on the day of the main event, the tripleheader.

Let's congratulate the Sierra, first for running a steam spectacular in this diesel age and, secondly, for doing it in a tasteful manner. The open goon cars were left behind, and the majestic locomotives appeared just as they had done in regular service long ago, with black boilers, handrails, and driver tires. Nothing phony about the Sierra!

While out in California, I also visited the California Western, which runs between Fort Bragg and Willits. Luckily for me, the road was using its ex-Rayonier 2-6-6-2 Articulated. The CW offers one of the most dramatic scenic trips behind steam today in the U.S. Mile after mile of heavy grades, good stack talk, and fantastic forest vistas unfolded as we rolled along. I personally spotted some beautiful wild deer, beady-eyed racoons, and even fish, all from the moving train. When the 2-6-6-2, No. 46, is not in service, ex-Medford Corp. 2-8-2 No. 45 will power your train ride. Don't miss this interesting steam road!

FORMER Louisiana & Arkansas (also ex-Louisiana Midland) 4-6-0 No. 509 is for sale or lease. She is missing a few parts, but none of them are irreplaceable. Now located in Chicago, she is mostly dismantled and must be moved by the end of this year. Contact J. David Conrad, 1730 N. McVicker Ave., Chicago, Ill. 60639.

JUST WEST of Maple Lake, Minn., on the Soo Line sits a lone steam engine with its windows boarded up, reports a Minnesota steam fan who prefers to be anonymous. An old open-platform coach stands beside the engine. Who can give me more details on this desolate oldtimer?

A FORGOTTEN and rusty 56-year-old American Locomotive Co. 0-4-0 saddle-tanker was saved recently from the junk pile by Louis Zadnichek II, P.O. Box 138, Fairhope, Ala. 36601, and Max Grice, P.O. Box 1046, Mobile, Ala. 36601. Both fellows are members of the Alabama-Gulf Chapter of the National Railway Historical Society, based in Mobile. The 25-ton coalburner was previously owned by the Alabama Turbine Corp. and was last steamed up in 1963.

Louis and Max moved her through Mobile streets on a lowboy trailer from the Alabama State Docks to the Pinto Island Metals Co. plant on Blakely Island. They plan to rebuild the saddle-tanker completely into operable condition. Built in October 1917 with builder's number 56989, she has 12x18" cylinders, 31½" drivers and carries 125 pounds of steam. Her owners want to hear from anyone familiar with repairing and operating such engines.

STEAM has returned to Northern Ireland Railways for the first time in three years. On four Saturdays this past summer, steam-powered passenger trains ran between Belfast and Portrush. Locos for these special runs came from the collection of the Railway Preservation Society of Ireland.

A GROUP headed by Robert A. Firth, 1800-B Cedar Hill Rd., Charlottesville, Va. 22901, is seeking one or more bigtime, mainline, steam engines for a proposed excursion line in Virginia. Who knows of such power available, either in operable or restoreable shape?

Another party in search of a steam engine is Kenneth Ondracek, 2400 W. Dodge Rd., Lot 22, Omaha, Neb. 68118. He needs an operable 0-4-0T with which he hopes to start his own railroad. Keep me posted, Ken, if you find one.

Still another steamer is needed. The Aspen Valley Railroad, 5603-A Montview St., Austin, Texas 78756, is seeking a second 2-foot-gage type to augment its German 0-8-0T. In addition to a loco, the AV requires freight and passenger cars to start this new tourist operation. Contact Kenneth R. Matzick and Hugo Lackman at the above address.

WHO can tell me the location of the O&K Railroad's 0-4-4-0 Mallet somewhere in Mexico? Is a photo of her available?

Steam on the Rock Island for the first time in 21 years. Southern's 4501 is shown thundering around the mainline curve at Bureau, Illinois, on this past June 24th's steam excursion from Chicago. The train "wye'd" at Bureau to return to Chicago. The 4501 went onto Wisconsin for steam "Circus Day" trip.
Ed Wojtas, 6502 Parkside Dr., Tinley Park, Ill. 60477

OPERATION was started last summer at Heritage Square near Golden, Colo., by the new High Country Railroad, 8556 Arapaho Rd., Boulder, Colo. 80302. Their regular motive power is a handsome 2-foot-gage Henschel-built 0-4-0T.

A SCRAP YARD containing many steam locos awaiting the cutting torch —over 200 of them at last report— may be seen on Barry Island, South Wales, in the United Kingdom. Not a month goes by without a preservation group singling out a prize engine from this forlorn lot to buy and eventually restore to operating condition. Latest attempt is by Chris Parish, age 24, and his friends, who hope to raise the equivalent of $50,000 in U.S. money to buy and rebuild a 1946 B1 class London & North Eastern 90-foot 4-6-0. I remember photographing B1's in regular service in England in the summer of 1966, before joining the *Railroad Magazine* staff. Few of this class had nameplates. Chris says only one other B1 class engine has been preserved. Unless he can quickly raise funds to save the loco of his choice, she will probably have been melted down by the time you read this. Let me know what happened, Chris.

THE BANGOR & AROOSTOOK must have an enlightened management. Recently it restored an old 0-4-0T, No. 3, for Mrs. Ambrose Cramer of Camden, Maine, who will donate the saddle-tanker to the Camden-Rockport Historical Society, where she is the curator, in honor of her historically-minded late husband. The renovation took place in BAR's Derby Shops, at cost, in between regular diesel rebuilds. It was the special project of foreman Henry Williams and assistant chief mechanical officer Owen Allen.

Mrs. Cramer had located the engine in Sykesville, Pa., this department stated not long ago. The 0-4-0T is believed to have come originally from Maine. The shopmen did an excellent cosmetic job of restoring old No. 3, which will go on display near the lime-kiln area in Rockland, Maine. Regrettably, a tall diamond stack was added atop the straight shotgun stack, thus marring an otherwise tasteful and historically accurate restoration.

PINE CREEK RAILROAD'S journal, *Order Board and Trainmen's Gazette,* reports that insulation blocks to cover the boiler of Pine Creek's 2-6-2 Baldwin loco have been bought and delivered to the railroad at Allaire State Park in New Jersey. The tank has been removed from the tender frame in preparation for installing new plates on the bottom of the tank to hold it together. The tender frame must be reinforced as the metal is badly corroded and worn away.

In addition, the button blocks on the trucks must be repaired and the springs equalized so the tender will sit level. After the frame and tank bottom are repaired, the tank will be put back on the frame and the rusted portions of the side sheets will be welded up and ground smooth. Then the top of the tank will be cut out and a new water compartment inserted with the injector water lines connected to the bottom.

CAPE BRETON STEAM RY., operating in northern Nova Scotia was seen by Robert Boelio, who wrote a piece about it for *The Michigan Railfan.* Its not an excursion line, but a working branch of the former Sydney & Louisbourg. Coal trains use this line daily, running between the collieries and Sydney steel mills. Trains leave Victoria Junction, two miles east of Sydney, each day at schedule times. The 14-mile route passes through New Waterford to Lingan, a mine operation.

The engine was built by Schenectady in 1899 as a 2-6-4T and converted to Mogul. The pike has a coach, a rules instruction car, and a saloon car which serves refreshments to those over 19. If you consider yourself a rail buff, Cape Breton area has a fascinating history of steam. Should you be in that part of the country, drive from Louisbourg to Glace Bay on route 255, which goes through Main-a-Dieu. You will arrive at the Miners' Museum, then continue to Victorian Junction for the railroad tour. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Wide-open on big loop, California Western 2-6-6-2 No. 46 (ex-Rayonier Corp. 1937 Baldwin) gives the passengers aboard big thrill on ride between Fort Bragg and Willits, Calif., on August day in 1973.
Photograph by Michael A. Eagleson

(Above) Big Pacific, a shiny well-kept beauty, waits for the turntable to spin so that she can join her sleeping sisters. (Below) Engineer Herman Bartela is moving a Mike over a maze of tracks. (Right) Another engineer, Siegfried Marquardt, is handling a Pacific.

Madeleine de Sinety, 5 Boulevard Edgar Quinet, Paris, 14e, France

Pacific noses into roundhouse; she pulled 412 tons of passenger cars from Emden.

STEAM IN GERMANY TODAY

IT WAS LIKE turning a kid loose in a candy store. Railfan photographer Madeleine de Sinety had not seen steam in regular service in her native France for nearly two years. Then she chanced upon the German National Railways' engine terminal at Rheine, near the Dutch border, where 60 steamers are stabled only 400 miles from her Paris home, and she had a field day at Hauenhorst terminal. All oilburners, the power consists of three types: Pacific, "limited" to 85 miles per hour; 2-10-0's that work the heavy trains, and Mikados in mixed service. The terminal is likely to stay in steam for at least another five years. Here are a few of the scenes that Madeleine caught there on a quiet Sunday morning a few weeks ago. That girl is fond of steam.—*Dan Behrman*

Madeleine's telephoto lens catches crew of 012-064-4 at engine terminal taking on water at end of a run.

STEVE MAGUIRE'S

TRANSIT TOPICS

EL PASO's international streetcar line was brought to an abrupt end by the elimination of tolls on one of the bridges across the Rio Grande River to Juarez, something not directly related to the car line.

When El Paso City Lines ended tolls on its bridge for northbound automobile and pedestrian traffic last July 24th, due to a loss in money from the operation, 14 toll-takers jobs were eliminated. On July 31st, when the first streetcar of the day tried to cross the bridge it was met by a group of striking union men and not allowed to continue. No more cars were dispatched after this incident. EPCL car 1516 had the dubious distinction of making the last run.

Thereafter, Mexican officials, claiming that the toll money should have been continued for the benefit of its country's citizens, cancelled the EPCL franchise and directed the company to remove the car tracks within 30 days.

Another mode of transportation may replace the streetcars, but the decree ending the 3.1 mile, 91 year-old international trolley run rules out streetcars. We don't know the reason for it.

Any plan for a U.S. company to hold the franchise will run afoul of a new Mexican law which limits railroad development to the Mexican Government exclusively. The streetcars operated under a 1903 concession granted by Mexico under a railway exchange agreement with the U.S., since even at that time foreigners were not allowed to operate transport companies in Mexico.

The only recent effort to obtain another transportation system between El Paso and Juarez was the nine-year-old monorail plan. The U.S. has long since approved the monorail's crossing over its portion of the Rio Grande and the city has authorized at least three franchises, but there has never been any Mexican Government approval.

Mexico's *Official Gazette* said "the streetcar service had been inadequate" and trolley problems included: "slowness in movement," "traffic congestion," "danger to boarding passengers for lack of protection at the boarding points."

Gone, alas!, is the old El Paso City trolley line into Mexico. Car 1508 is shown here on Aug. 14, 1964, loading on Santa Fe St., El Paso, for Juarez.
Jim Bradley, Mounted Route, Mt. Holly Springs, Pa. 17065

IT WAS a bit premature to celebrate the involvement of the Port Authority of New York and New Jersey into new rapid transit investments that include extension of the PATH trains in New Jersey to Newark Airport and on to Plainfield and from New York City to Kennedy Airport. The *Asbury Park (N.J.) Press* editorializes:

When the two state legislatures passed measures that would require the Authority to so move and the two governors signed the bills, it was thought that this would make available surplus funds of the Authority in support of expansion of rail facilities to serve the metropolitan area.

What the legislatures did was to repeal a 1962 covenant prohibiting the Authority from becoming involved in any deficit mass transit projects other than PATH, its own commuter line. Recently the Authority sold $100 million new bonds with no difficulty. Financial people are pointing out that bond specialists would never have purchased the paper if the Authority was to be forced to spend the proceeds of the issue on subways or commuter railroads.

ONE result of the recent 100th anniversary of San Francisco's cable-car transportation is the campaign now being waged by the Junior Chamber of Commerce for an additional cable-car line in that city. Such a line, it is pointed out, would "eliminate needless traffic jams and further emphasize the city's intention to reduce dependency on the automobile."

VISITORS to Vienna can now tour the Austrian capital in oldtime trolley cars that were built before World War I and specially adapted for the purpose. The 2½-hour trip passes near the Prater amusement center as well as Schoenbrunn Palace and other tourist attractions. Passengers can get off any where they would like to spend a little more time.

Archeologists are currently replacing the workmen digging Vienna's first subway tunnel because of fascinating relics found in the excavation. The subway is to pass under the Kaerntnerstrasse, the city's most elegant shopping street, and near St. Stephen's cathedral.

Among the discoveries have been the remains of a chapel dedicated to Maria Magdalena that once stood in the cemetery formerly surrounding St. Stephen's; also parts of a 13th century Romanesque crypt and remnants of a Gothic vault. The latest find was a tombstone from the Roman period, when Vienna was called Vindobona and was only a fortified camp for the Roman legions.

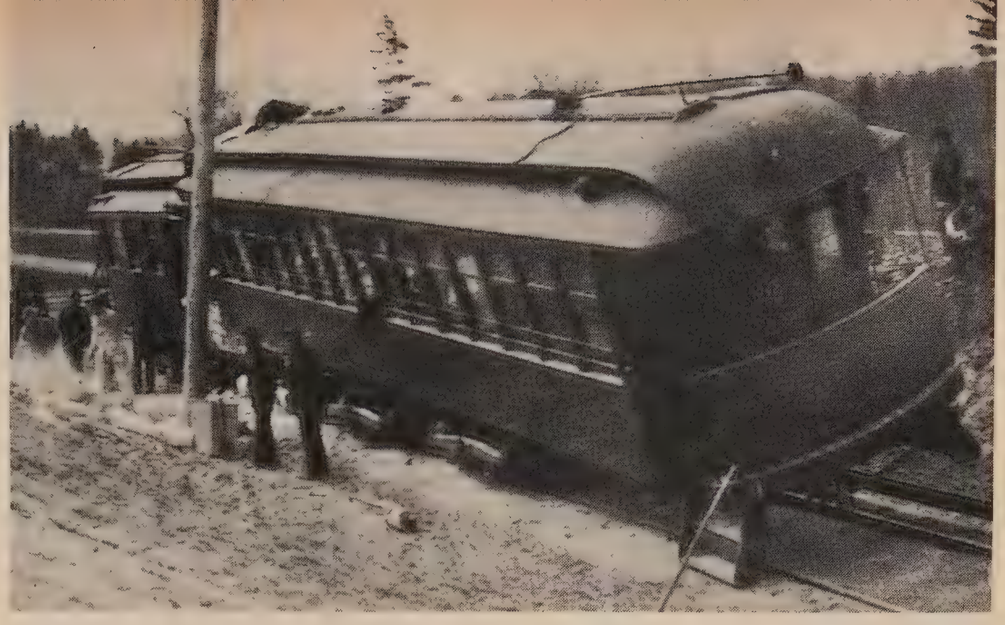
A 30-MINUTE slide-illustrated talk discussing stainless steel in rail mass transit equipment is available, with a speaker, for presentation to municipalities and transportation authorities. The talk shows how rail passenger cars can benefit by the use of stainless steel in terms of safety, performance, appearance, and cost. Contact E.S. Kopecki, secretary, Committee of Stainless Steel Producers, American Iron & Steel Institute, 150 E. 42nd St., New York, N.Y.

VICTORY PARK RY. story in our July issue evoked a letter from Mark J. Camp, 856 McKinley Ave., Toledo, Ohio 43605. He says an interesting history of Put-in-Bay by Charles E. Frohman was published in 1971 by the Ohio Historical Society. According to that history, the trolley line was ready to run on July 10, 1892, and Hotel Victory had its "grand opening" two days later.

Each of the big open cars was 42 feet long and could seat 96 passengers. The line was to have been extended around the island, but this was never done. Hotel Victory did not long survive the demise of trolley service; it burned down in 1919 (not 1939 as we said).

South Bass Island, on which the town of Put-in-Bay is located, is still a tourist drawing card. Ferries and an airline with an old Ford trimotor and various charter boats bring visitors throughout the summer. Motels, camp grounds, and lodges have replaced the old hotels. Plant growth has obliterated the site of Hotel Victory and the trolley line, but the ruins of a large swimming pool can be found in the brush. Mammoth (Daussa's) Cave was closed in 1955, but Perry's and Crystal Caven remain open. One of the island's major attractions now is an annual wine festival.

Many visits to South Bass Island are remembered by R.G. Morrison, 15710 Lakewood Hts. Blvd., Lakewood, Ohio 44107, beginning in 1895. He took the steamer from Lakeside (west of Sandusky) and in these days the trip cost only 25 cents. Morrison would also ride the trolley line, go into the caves, and walk about the hotel property. At least six steamers filled with passengers would reach the island for picnics, bathing, or visits to the caves and wineries. Hotel Victory was a failure from the start, he says, probably due to the inconvenience of travel to the island.



(Above) Grand Rapids, Grand Haven & Michigan Ry. head-on between an express motor and No. 4. Who can supply info on this? (Below) Interurban car No. 4, *Mona Lake* of GRGH&M, close to carbarns in rural town of Fruitport, Mich.

Jerry Moore, 340 35th, Riviera Beach, Fla. 33404

O. R. CUMMINGS' new photo-roster book of old Boston trolleys, reviewed elsewhere in this department, mentions the practice of painting and lettering the cars on a single division to help prospective passengers pick out the one they want to ride. In this connection, we still have in our files a letter from the late LeRoy O. King explaining why the old Boston electric cars had various colors. Mr. King was one of the first known traction fans in Washington, D.C. He sent us a copy of the notes he had jotted down on a visit to Boston in 1905, listing each trolley division and the colors of its cars. Here are the Boston El colors and routes in 1905:

Div. 1, green, Grove Hall and Warren Street; Div. 2, yellow, Bolt, Jamaica Plain, Atlantic Ave., Forrest Hills, Roxbury Crossing; Div. 2, dark blue, Dorchester, Meeting House Hill, and, Neponset, etc.; Div. 4, orange, East Boston; Div. 5, carmine, South Boston, City Point; Div. 6, yellow, Charlestown, Medford, Malden, etc.; Div. 7, maroon. Cambridge; Div. 8, black, inspection; Div. 9, brown, Allston and Brighton, Reservoir, Newton; light blue cars running in this same general direction were not a separate division; Div. 10, brown, Elevated.

Even at age 92, a former Boston streetcar conductor named Ed Hanley makes his daily rounds, a stroll of about two miles around Wenatchee, Wash., where he is now living at 413½ Palouse Street, reports *The Wenatchee World*.

"It keeps me loosened up to get out and walk," he says, "but I quit picking apples ten years ago. Going up and down that ladder with a bag of apples got to be too much for me at 82."

Hanley retired from the streetcar company at 65 years of age, but aims to keep collecting his pension "for a few years yet." He believes in taking good care of his health. No pastry, plenty of fresh fruits and vegetables, vitamins and minerals from natural foods.

"I did smoke," he says, "but quit when I was about 42. I just came home one day and told my wife I'd made up my mind not to smoke any more, and I haven't." (Walt Thayer of Wenatchee, retired gandy dancer, sent us this item.)

MY CONNECTION with streetcars and electric interurbans goes back as far as I can remember. Even before my time, my father, Henry C. Teipel, was born and reared in St. Louis and worked for both the St. Louis Car Co. and American Car & Foundry (J.G. Brill Co.). Later he moved to Illinois and worked as superintendent of the Danville Car Co., then owned by Brill. Its plant was located on the outskirts of Danville and we lived in Tilton, a suburb, about two blocks from the plant. As a boy from four to six years old I spent much time at the plant and watching street and interurban cars being built and playing in them. The storage yard contained some old trolleys, small city streetcars and open summer cars, which fascinated me. I had fun pretending to be either the motorman or conductor.

An interurban line ran from Danville through Tilton down the main street about a block from our home. Often my mother or father or both would take

me and my sister for a ride to Danville on that interurban. It was a thrilling trip. Just before entering Danville, the track crossed a wide deep gully on a long high trestle. Another interurban line we rode from Danville through Westville and Georgetown to Ridge Farm.

When the Danville plant shut down we moved to Paris, Illinois, where my father became foreman of the car plant there: McGuire-Cummings Mfg. Co., later the Cummings Car & Coach Co. During my early school days I spent much time there. While attending high school I had a summer vacation job at this plant.

Paris was served by the Terre Haute, Indianapolis & Eastern interurban. I often used that line, too. Once I rode the interurban from Terre Haute about 90 miles to visit a friend in Indianapolis, which was then the nation's large interurban center, many lines radiating from it. At that time Paris had a three-mile streetcar line. One end was at the car plant and the other at Twin Lakes Park, where the company gave free movies and concerts. In those days few people had automobiles; most travel was by rail. Normally the streetcar line operated only two trolleys; but there were days, such as during the county fair and circus, when that three-mile line had so many as 20 cars in service at the same time.—W.E. Teipel, 223½ S. First Street, Monmouth, Illinois 61462.

Toronto Heard From

TRAPPING a suspected thief until a policeman arrived, a motorman on a Bathurst Street trolley in Toronto, Canada, locked the cars doors after Mary Bedoyan had complained that a fellow passenger on the crowded car bumped into her and snatched her purse. Eighteen-year-old Raymond Oliver was hailed into court and charged with the crime.

Also in that city, the Toronto Transit Commission is planning to rehabilitate 200 PCC cars and perhaps buy 200 new ones, according to James Kearns, general supervisor of operations. He made this statement after the Commission had agreed to study a citizens' proposal for the restoration of Spadina Avenue streetcar service.

The Streetcars for Toronto Committee estimates that putting the Spadina line back in operating condition from Bloor Street to King Street would cost about $800,000. Most of the track is intact, although covered over with pavement. Poles remain, but most overhead wiring has been removed.

The Committee points out that restoring the route, plus repairs to 16 or 17 streetcars would cost less than the investment in 26 buses now in service on the route. A Spadina streetcar line would have a larger passenger capacity, produce less noise and air pollution, and release buses for other routes.

Bus service on Spadina Avenue began in 1948, but streetcars were not removed until 1966, according to V. H. Young and R.G. Coxon, who sent us this news. As for the commercial possibilities of subways, read what Ron Lowman wrote in *The Toronto Star*:

There's gold in them thar Toronto subways, and most of it's being mined by foreign-owned companies. Something like $6 million a year!

Richest vein of the lot is found in the 40 newsstands operated by Garfield of Canada, a private company owned by Myron Garfinkle of New York city. When Toronto Transit Commission passengers get a yen for a chocolate bar, a newspaper or magazine, a bunch of flowers or a sexy paperback, Garfield's the only answer.

You might say it's a captive market behind the turnstiles. It's a big market too; there are 600,000 fares paid, or transfers used, every day on the subway. And next April the last two stations on the Yonge Street line will open at Sheppard and Finch, and with them, more concessions. Four or five years from now there should be eight most bustling stations on the Spadina line.

Generally, the companies which have contracts with the TTC have first call on any new stations for their type of business during the life of their contracts.

At present 63 concessions are spread over 47 stations. Along with the 40 newsstands, subway riders can shop at five greeting-card establishments (all Garfield), five snack bars (Garfield), three Laura Second candy-and-baked-goods stores, a pharmacy, two hosiery-and-ladies'-ware shops, four Toronto-Dominion bank branches, one film-and-camera store, an employment agency and a cleaners.

Of the 63 concessions, 51 are inside the turnstiles. The buying is strickly impulse and convenience, the goods small, the volume tremendous.

The newsstands alone probably will gross $4 million this year, according to Douglas Rochester, the TTC's manager of property and special assignments. From the gross sales of $6 million in all concessions, the TTC's slice in rent, or a percentage of the gross, will be around $500,000.

Add the percentages from 250 pay phones, approximately 160 lockers, the $400,000 a year from sale of advertising space in stations and subway cars, plus the leases of land and air rights over subway properties to developers, and the TTC benefits by $1,650,000 a year.

"Sure helps keep the fares down," said Rochester.

Subway and Elevated Lines

JESSICA LOWERY, a 25-year-old psychology major at Federal City College, was walking past a Pennsylvania Avenue construction site in Washington, D.C., recently when she decided to ask for a job. Now she is one of at least three women helping to build the Metro Subway System. The Washington Metropolitan Transit Authority does not keep a count of female construction workers, but three were found by *The Washington Post*: Jessica, Norma Davis, and Libby Simpson, all of Washington.

Norma, 29, is a college graduate and reports for work at 7 a.m. with her male counterparts to begin a day that includes moving barricades, guiding trucks, sweeping and packing dirt, digging holes and flagging traffic. The difficulty of getting a job in Norma's major academic field, the arts, plus the $6.32 an hour the construction job pays, were two factors attracting her.

Libby Simpson toils 40 feet below a major intersection as a carpenter apprentice. She used to be a secretary. The job bored her, so she turned to subway construction.

"I DISAGREE with the kind of publicity given to Mrs. Marion McAllister, a New York City Transit employee; she was not the first woman trainee for the job of motorman," writes George E. Horn, 1075 Space Park Way, Mountain View, Calif. 94049. George is a former NYCTA supervisor, now a PCC motorman on the Municipal Railway of San Francisco. "Actually," he states, "she was the second woman trained for such a job that I know of. Previously a girl was in the class behind me on BART. I believe she is now a BART train attendant."

A HUGE concrete slab crashed from the roof of a New York City subway tunnel onto the front car of a crowded train not far from Grand Central Terminal, trapping hundreds of home bound commuters in a stifling hot smoke. An elderly man was killed by head injuries and 22 others were injured in the rush-hour accident. The concrete fell from the ceiling of a caisson containing a diamond crossover.

While those in the damaged train waited about 90 minutes in 100-degree heat to be rescued, thousands of other commuters had to be evacuated from the subway station, as thick acrid smoke billowed from the tunnel. The subway, the Flushing Line to Long Island, was knocked out of commission.

THE ROAR and shadows of the Jamaica Avenue Elevated line in New York City continue to plague some local businessmen, reports *The Long Island Press*, but its rattling lifespan is expected to end shortly after work on two new subway routes nearby is completed in 1975.

For years, "Let the sun shine in" has been a favorite phrase in the bustling neighborhood, and the influx of men and machinery along Archer Avenue, a block to the south, has brought with it an air of optimism.

When it's ready, commuters will be able to avail themselves of a new Southeast Queens line and a Jamaica El connection, both underground. Although no time schedule has yet been drawn for the demolition of the massive overhead railway between 127th and 169th Streets, that removal may even occur sooner than anticipated.

The current construction along Archer Avenue marks the first major revamping of subway lines in Queens since the nineteen-thirties. Plans call for a two-level, 1,000-foot-long section connecting the new Southeast Queens subway line to the existing Queens Boulevard line. The link will also connect the new Jamaica Avenue line to its last stop at Archer Avenue and Parsons Boulevard.

New Transit Publications

STREET CARS OF BOSTON: Vol. 1: Closed Horse and Electric Cars—1887-1900, by O.R. Cummings, 92 pages, 8½x11", soft cover and stapled binding, is available at $4.50 from Harold E. Cox, 80 Virginia Terrace, Forty Fort, Pa. 18704. This book is the first in a series that will eventually provide a complete, all-time, illustrated roster of Boston's trolleys. It covers all types of closed cars, both single- and double-trucked, from horsecar days to 1929 on the rosters of the West End Street Railway and the Boston El.

Compiling the data from official records, documents and old correspondence files, Cummings had produced a roster of these cars. Included are photos, scale drawings, and details of construction and movements of cars to other lines. Photos clearly show the old Boston practice of lettering equipment for use on specific lines, to avert the interchange of cars on different routes—a practice which in later years was abandoned as impractical.

BRILL DECK ROOF TROLLEY CARS, by Harry Foesig, 52 pages, 8½x11", soft cover and stapled binding, $3.50 from Harold E. Cox (address above). Here is a treatise on double-trucked closed cars of 8 to 12 window lengths, built between 1899 and 1910 by the Brill Car Co. of Philadelphia. Using data from old Brill order books and glass-plate negatives, the author illustrates his detailed account of the construction of this type car with builder's views, mostly being from the Pennsylvania area. There are also chapters on car trucks, roofs, windows, platforms, painting, etc. It is a valuable book for transit fans and for anyone engaged in restoring old wooden trolleys or making models of them.

THE STREET AND INTERURBAN RAILWAYS OF NEW ENGLAND, Part 1 (first of four issues), compiled by William F. Rapp from data contained in Moody's Manuals from 1900 to 1905. The first 24 pages are an annotated check-list of rail lines of the area, except for Massachusetts, which will be covered in later lists. Many of the lines included were merged in later years and a few new ones were built.

We wish, though, that the Berkshire Street Ry. had not been listed under "Connecticut" as having 40 miles and over 3 million passengers annually, since it ran only a few miles into Canaan, Conn., from Massachusetts and the three other states in which this big company operated. A copy of Part 1 may be had for $2 from J-B Publishing Co., 430 Ivy Ave., Crete, Nebr. 68333.

BERKSHIRE STREET RAILWAY, by O.R. Cummings, 144 pages, 8½x11", hard cover, $15. Available from Roger Borrup, P.O. Box 232, Warehouse Point, Conn. 06088. Operating in the Berkshire Hills area of western Massachusetts and in three other states, Berkshire Street Railway was the only trolley line in North America that served four states. It ran north from its central area of Pittsfield, Mass., to Great Barrington, Vt., and west to Hoosick Falls, N.Y., and south across the state line to Canaan, Conn.

Its 170 miles of track included many short/urban and suburban runs and long interurban routes, starting with a small horsecar line at Pittsfield in 1816. The line eventually came under control of the New Haven Railroad, as did many other New England trolley lines in the early 1900's. Then in 1932 it succumed to buses.

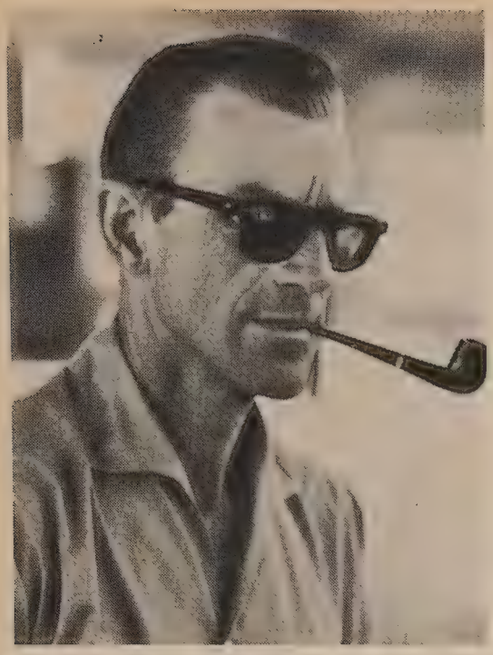
Many fine photos of the operations, taken in its heyday, are used in this book. One interesting chapter covers the construction of the line from East Lee, Mass., east to Huntington to connect with the Springfield Street Railway. The latter, in turn, connected with the great electric railway systems in eastern New England. This route, known as the Huckleberry line, was 23 miles long. Cars made the run in one hour and 25 minutes. It opened in August, 1917, but most of the area was sparsely settled and few people rode the cars. Abandonment came in October, 1918, one of the shortest periods of operation for an interurban route of its size. The book includes rosters of equipment and several maps of portions of the line, one of which appears twice. It would have been better to have a map of the entire system, particularly one, as in this case, that linked four different states. ●

Photographed by B. Thomas Walsh

Old German-built juice locomotive of the Pacific Electric sleeping in the hot tropic sun at Puntarenas, Costa Rica.

Railfan Francis H. Hayes, an ICC agent and ex-Boston & Maine steam tallowpot, with his son, 10-year old Mark, greet engineer and Morris County Central founder, Earl Gil, on Oct. 31, 1965. This was Mark's first ride behind steam engine.

Paul S. Stephanus, 212 Walnut St., Montclair, N.J. 07042



Earl R. Gil, railroad owner and fan.
Photograph by John Terry

INTERESTING RAILFANS No. 131

EARL GIL

by FREEMAN HUBBARD

TWO EVENTS pertinent to this story happened in 1928: the Morristown & Erie's passenger business died and Earl Gil was born. (Our hero's full name is Earl Richard Henriquez-Gil, but he prefers the shorter form.)

There is a direct connection between these two events. Earl came into the world at Morristown, N.J., on Christmas Eve. Some 37 years later he restored part-time passenger service over M&E rails with a steam train of his own. Today, M&E freight, now diesel-powered, is still rolling onto and off the Delaware, Lackawanna & Western (now Erie Lackawanna) interchange on weekdays all year round. Earl's puffing tourist train runs weekends on a seasonal basis. It is known as the Morris County Central Railroad. The little passenger train is kept in mothballs during the late fall and winter but begins running again each spring.

Although his family tree has no railworkers other than himself, his father was export manager for the A. C. Gilbert Co., manufacturers of American Flyer model equipment, and supplied the lad with tinplate trains while he was growing up. Earl had a rather large HO gage layout, which he eventually dismantled and now keeps stored in his attic. As a boy he loved train-watching, but did not try rail photography until the late 1950's, when steam was on its way out.

Around that time he took many shots of Canadian steam power and began collecting railroad hardware. As the years passed, all too quickly, he rode and photographed every steam "Ramble" the Reading ever scheduled, besides traveling with his camera along the East Coast and down South. In 1959 he and his son, Earl, Jr., climbed into the cab of an old pile of rust, built in 1907, on the Virginia Blue Ridge Railway at Piney River, Va. She was a 2-8-0, No. 6. He shot pictures of her. One of them is shown here.

"This engine will never run again," he told Junior sadly. But he was mistaken. A year later he went back to the VBR, re-examined the six-spot, and bought her cheap. Three months after she was delivered in Morristown, he had her converted from a coalburner to an oil-burner, reconditioned, and again burnishing the rails. That was one of Earl Gil's most exciting experiences. Today the Consolidation, bearing her original Southern Railway number, 385, is the pride of the Morris County Central.

On rare occasions Earl still takes photo trips, specializing in loco shots, preferably steam. He also shoots stations, signals, bridges, railroad personnel, and so on. Among his color slides he is particularly fond of one showing a Reading steam train leaving Shamoken, Pa., on the very first Ramble. Dusk had fallen. The sky was streaked with weird lights and the fireman was creating a huge black smoke plume for the benefit of camera bugs who like such things. It made, in Earl's opinion, a perfect picture.

After high school graduation he went to work in a drugstore, his first paid job. His present occupation is general maintenance foreman of the Morristown & Erie, while his hard-working hobby job is president, etc., of the Morris County Central. The MCC's secretary and treasurer is Virginia Esposito Gil, his personable wife, a dark blonde with soft brown eyes, a winsome smile, and a pretty figure.

Gil lacks one inch of being a six-footer. His eyes are cornflower blue, his hair is blond, and he weighs a lean 140 pounds. Their 21-year-old son has two sisters, Nancy, 19, and Suzy, 11. The Gils are Catholic. They live in a ranch-type house at 80 Richard Street, Parsippany, N.J. 07054, in which Mrs. Gil also runs a beauty shop.

"Earl is tall, strong, and a bit nervous," says Steven P. Hepler of Newark, N.J., who has worked with him on the MCC since 1966, the year after the short line began operation. "Some-

Our hero at a tender age had large American Flyer HO gage layout. His dad worked for A. C. Gilbert Co., manufacturers of tinplate trains, for many years.

Reprint from slide Earl took of Virginia Blue Ridge Ry. 2-8-0 No. 6 before buying and eventually putting her in operation.
Photograph by Earl Gil

Morris County Central train with Consolidation No. 385 arrives at Whippany, N.J. Morristown & Erie station at right.
Photograph by Paul S. Stephanus

times he'll shut a locomotive valve so tight that he's the only man available who can get it open again. Talk about embarrassment!"

Earl also goes in for sports—when he can find the time, which isn't often —baseball, football, hockey, snowmobiling, and a few others.

"I love animals," he says, "having lived on a farm as a child. My pets include a tame deer named Precious and a female German Shepherd named Sandy that used to be the M&E's watchdog. Each of my daughters has a horse which she rides and cares for."

Many railroad pictures adorn the walls of their home; and in the basement you'll find half of a narrow-gage caboose. Half? That's right. Some years ago Gil and Dr. Bernard Swain jointly built the caboose, complete except for couplers, and then cut it in two, each half serving as a bar for one of the builders and his friends. Our *Interesting Railfan* also has a modest collection of railroad books. He erected two semaphore signals in his back yard, set up a few switch stands beside his driveway, and keeps a locomotive headlight, number plates, and marker lights, all Canadian National, on his garage.

His house holds additional railroadiana, but most of his collection is in the Whippany Museum building.

"I'm always working," Earl admits, almost desperately, "and I guess that's what keeps me going. My main interest, outside of the family, is steam locomotives. As for food, I'm mostly a meat and potatoes man. Don't smoke cigarettes. Used to, but quit; and I puff on a pipe now and then."

Steve Hepler tells us the story of Morris County Central. As far back as the 1950's, when steam was fading fast, Earl began planning for a steam tourist road of his own. He was tempted to buy a Canadian National 2-8-0 for $6,000 or an Illinois Central 2-6-0, but did not because at that time he had no place to operate her. Later, Steamtown bought that same Mogul, No. 790 (Brooks, 1900). You can see her there today.

In 1963 Earl purchased engine No. 6 from the Virginia Blue Ridge. She was badly rusted, as we have stated, and needed a lot of repair and extra parts such as injectors, reverse lever, brakes, etc. These parts he got from an ex-Jersey Central 0-6-0, No. 113. The old engine, which in boomer terminology "couldn't have pulled a sitting hen off her nest," was rebuilt, repainted, renumbered, and put back to work.

Amid great rejoicing, the revamped Consolidation backed out of her siding on Sept. 21, 1963, under her own power for the first time in over four years. Baldwin built her in November, 1907. Earl had been given permission to run her on the Morristown & Erie,

(Top) By 1966 the MCC had two steamers. Earl Gil (on the 4039) and pal, Bob Sutton, (who helped Earl to rebuild both locos) celebrate the occasion at Whippany. (Bottom) Doubleheader with No. 4039 ex-U.S. Army, ex-Virginia Blue Ridge (Alco 1942), and No. 385 highballing along out of Whippany in 1966.

Bottom photograph by Michael A. Eagleson

an 11-mile pike linking Morristown with Essex Falls, N.J.; but his operation was limited to the four miles between Morristown and Whippany. He also bought four Jersey Central commuter coaches, vintage of 1913, and a red Pennsy caboose built in 1923.

Another big day was May 9, 1965. The new railroad was thrown open to the public. Thousands rode the steam train while others gaped at it wide-eyed from houses and roads. That year, the new MCC was so successful that Earl acquired another VBR engine, No. 5. Alco had built her in 1942 for shipment to France to pull wartime military trains; but instead she was sent to Fort Eustis, Va., and used as an Army training loco. Then in 1947 she and her sisters (some of them now run on other tourist lines) were sold to the Virginia Blue Ridge as freight power.

In 1965 the five-spot found her way to Whippany. She was restored, renumbered back to 4039, and now happily hauls tourists on the Morris County Central. The following year the little road began operating on Saturdays as well as Sundays and holidays. On May 15, 1966, the operation was stretched to Roseland, N.J.; but five years later this extension was dropped, thus shortening the ride from 12 to 8 miles—for two reasons: (1) to operate more trains in one day and (2) the tracks were in dubious shape, on top of which, Steve says, "We couldn't stand Roseland kids throwing rocks at our train or flipping switches on us as we climbed the grade into Roseland."

Meanwhile, on April 12, 1969, the MCC 385 helped the town of Summit, N.J., to celebrate its 100th anniversary by hauling excursion trains up and down the Erie Lackawanna's Gladstone branch, pleasing thousands of people. It seemed incredible that steam had returned, even temporarily, to the Lackawanna.

By 1971 that engine was ready for active service again after undergoing repairs for about a year and a half. Old 4039 was starting to show the effects of almost continuous operation. Steve decided that the 385 should be dolled up for the occasion, discarding her black freight-hauler dress, and Earl

agreed. On August 1, 1971, she emerged in the Southern's traditional bright green, gold, and silver passenger colors. At the same time engineer Charles Barret was honored by having his name painted in gold script on the hogger's side of the cab. This tribute was a complete surprise to Charlie, almost bowled him over. The old fellow boasts more than 48 years of seniority on the Lackawanna.

Since then the 385 has been freshly washed, polished, and repainted. These changes delighted the townspeople and evoked wide newspaper coverage.

On July 9, 1972, both of the Morristown & Erie's diesel road-switchers refused to start, so the older road used the MCC 4039 for its freight chores. The veteran steamer began the day by taking on water. She had just received a new paint job, shone brightly in the early morning sun, and seemed eager to return to freight service—for a while. That little 98-ton machine amazed the M&E work force. When she climbed the 4 percent grade outside of Morristown with 14 loaded cars she let out a whistle-crossing blast that you probably could have heard all over the county. Admiring fans chased her with cameras. Again the newspapers ran stories of steam again ruling the rails; but this time it wasn't tourist service, it was hot revenue freight. Barret operated her while MCC director Al Holleoffer did the firing.

"Now things are happening on the MCC every day of the season," Steve Heppler goes on. "Earl has a real business that stemmed from his hobby, but it's beginning to wear him out, so much that he wishes he'd never started it. Earl is a one-man show. He just can't take indefinitely those long days of work-pressure. He does too much, leaving no time to relax. Of course, the railroad is staffed by loyal employes. We have many teen-agers at Whippany who are capable of doing various jobs; more and more Earl is letting them do jobs that he used to insist on doing himself. There was a time when if he got four hours of sleep a night he was lucky.

"Earl loves kids, which is one of the reasons why he started the MCC in the first place, to show children what steam operations used to be like. So when a youngster helps him, Earl appreciates it and teaches him how to do the job right. We've all learned a lot from Earl and we thank him for it."

Alexander M. Hamilton, a former vice president and director of the MCC, now living in Conway, N.J., gives his impressions of Earl Gil.

"I have seen him toil from dawn to dusk in freezing weather, then wash up and lead his board of directors through a grueling four- or five-hour meeting. Non-stop, month after month. I have watched him struggle in rain and mud against overwhelming odds to meet the railroad's needs. I have passed him tools and junk in midsummer heat while he labored inside a firebox still searing from a day's trips, you might say, to hell and back. Tomorrow's schedule had to be maintained, and nearly always was."

Al recalls Earl as "a man of boundless energy, inventive, a highly skilled and exacting technician, very observant, adept at absorbing new skills." He has "the will and ability to build a dream, the guts and stuff to make it run. Usually considerate, too, quick in decisions, and at times quick in temper."

On one occasion Earl averted a tragic accident by fast action. It was a hot, humid day. Some fuel had been spilled during the check of the generator that was mounted in the tender. Unfortunately, the fireman had ignored this potential hazard. While engine 385 was standing in the station, fumes accumulated and caught fire presumably from the firebox. The resulting explosion ignited the rain curtains and just about everything else combustible, including the clothing on Earl, the fireman, and the engineer.

But before anyone could realize what had happened, Earl had pulled the extinguisher from its mount and used it freely, thus preventing the explosion of the generator's fuel supply. This he did despite the burns that he himself had suffered. Al Hamilton recalls having observed the entire incident from a vantage point at the foot of the ladder to the cab and says Earl responded like lightning. The trip was not delayed. Most of the patrons, even those on the flatcar just behind the tender, were unaware of the danger.

Robert W. Cosgrove, a volunteer MCC worker, reports that Earl keeps busy all day, seven days a week, and "he likes working alone because others can't keep up with him." says Bob: "He's fastidious, requiring fresh paint on everything and expecting the Morris County Central to be spic and span. There's no job on the railroad he's afraid to tackle." Bob cites the following incidents:

In the late spring of 1970, after sanding the flues on the 385 and just an hour before the first scheduled trip, she wouldn't steam. Earl analyzed the problem, opened the smokebox, and found that the old draft-ring of the blower had been finished off by the sanding. A lesser man would have passed up the 385 for the time being and fired the reserve engine, No. 4039, delaying the train for two or three hours. Not Earl. He promptly walked over to the scrap heap, yanked out an

Morris County Central R.R. train with No. 385 picks up passengers at Whippany after arrival from Morristown, N.J., on first day of operation in 1965.
Photograph by Paul S. Stephanus

Family portrait. Our *Interesting Railfan* and his family about ten years ago. (left to right) Virginia, Susan (in Earl's arms), Earl Jr., and Nancy Gil.

8-foot section of steam pipe, and began fashioning a new ring, using the holes in the 385's pilot as a vise to make the bends. As a result, the first trip left on schedule.

A few months later, the 4039 rolled in from the day's last run with a definite list toward her right side. The M&E's track is really rough in spots, and the crew hadn't noticed that a square link pin, 2 by 8 inches, holding the spring rigging, had fallen out somewhere in the six miles between Whippany and Essex Fells. The pin is made of specially hardened steel and was costly and difficult to replace.

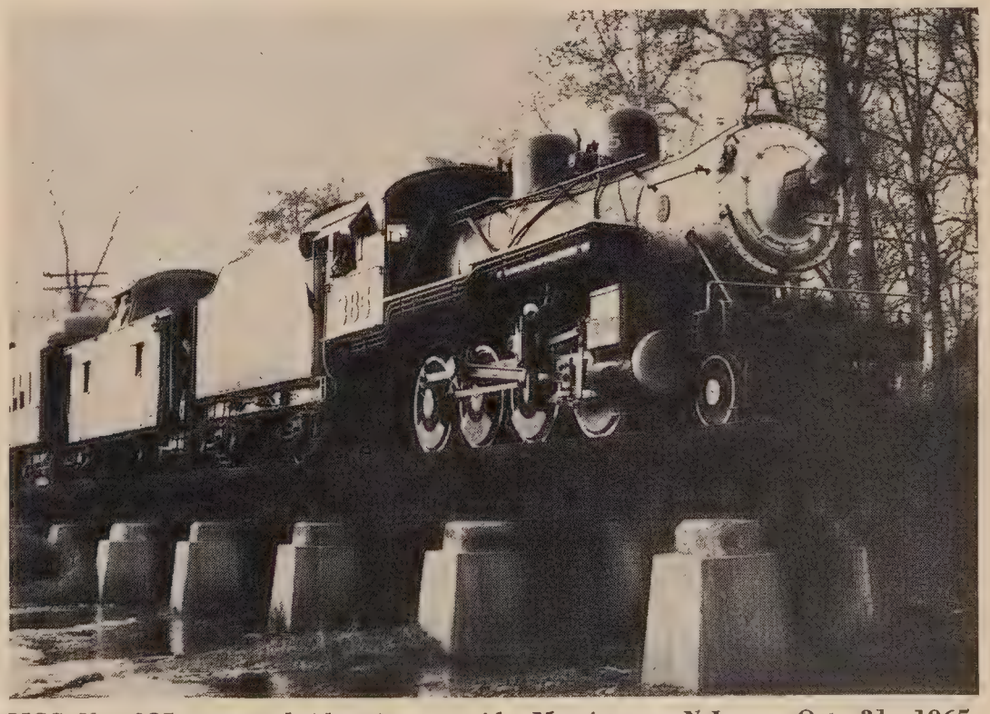
"Led by Earl," says Bob Cosgrove, "four of us started out on a motorcar, anxious to find the pin before dark. A mile out, the car broke down. Two of us turned back, but apparently nothing could stop Earl. Like looking for 'a needle in a haystack' in the weeds and ballast, he and I went ahead on foot. I kept wondering when he'd give up. Five miles out, he found the pin! Early next morning he borrowed two 100-ton jacks from the M&E, and the 4039 was ready to go, after three or four hours of heavy labor."

That fall, when the Morristown & Erie's two track crews were tied up in building industrial spurs, the road acquired a third track gang, consisting of one man, Earl Gil himself. With the M&E's tamping machine he is said to have equaled the work of a regular gang of eight gandy dancers in replacing ties, and he did it for weeks.

As you know, paint brushes are expensive and can be ruined if not properly cleaned. For this reason Earl cleans all of the MCC's paint brushes. Whoever uses a brush drops it into a pan of turpentine at the end of the day, whereupon Earl takes over. Incidentally, painting is one job he dislikes. Probably the same can be said for cleaning brushes, but he's very cost-conscious. In 1971 when the price of fuel oil rose, Earl built a small tank trailer and now goes around to gas stations in the area collecting used crankcase oil. This is successfully burned in the oil-fired steam locos. He also uses a large fuel-oil truck.

Earl says: "One habit that irks me is railfans coming to the Morris County Central to take pictures but refusing to spend the fare for a train ride. Maybe they don't like our Frank and Jesse James type holdup that is thrown in as part of the ride, but so long as the public as a whole enjoys this feature I'll continue it. I've read some criticism of so-called 'daisy-pickers'. However, they—not the railroad buffs—keep the steam tourist lines alive. Thank God for the people who just want to ride an old-fashioned train on a week-end!

"I don't belong to any fan club. I am too busy to attend their meetings; and besides, many hobbyists have stolen hardware from the MCC. The nicest railfans I know are the MCC fellows and girls. Without their help, we'd have a tougher time running our short line. I'd like to be remembered as one who created a steam railroad that many, many people have enjoyed since 1965, and I hope it keeps them happy far into the future." ●



MCC No. 385 crosses bridge just outside Morristown, N.J., on Oct. 31, 1965.
Photograph by Paul S. Stephanus

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

In a unique roll-on, roll-off demonstration, Atlantic Container Line recently unloaded two five-car French-built Amtrak trains from Le Harve at their terminal in Elizabeth, N.J. First of the ten cars is seen rolling over ramp.

ELECTRO-MOTIVE Division of General Motors (EMD) announces a new model, the MP-15, scheduled for production early next year. It is a near-duplicate of the SW-1500, which it replaces. The major difference is that the MP-15 is two feet longer and rides on EMD's standard four-wheel Blomberg road truck, referred to by EMD as its "GP" truck. This, of course, is the truck used by EMD under GP model road engines, and has been used under EMD's B-B diesels since 1939.

The MP-15 ("MP" standing for "multi-purpose") is powered by a non-turbocharged 12-cylinder 645E prime mover rated at 1500 hp. The cab is heated electrically, and an option is offered in fuel tank size: 1100 or 1400 gallons. Incorporated into the locomotive are design modifications which virtually eliminate visible smoke and greatly reduce exhaust emissions. EMD points out that the new model combines the high visibility of a switcher configuration with roadability for transfer and secondary service.

Another new model—one which may prove to be replaced by the MP-15—is the SW-1504, sixty of which were delivered to National of Mexico in July and August. This may have been the pilot model for the MP-15, but nothing official. It duplicates SW-1500 in all ways, except for two feet more length and B-B Blomberg road trucks. NdeM's 8800-8859 have oilbath engine air filters (square box on hood ahead of cab) and oversize sandboxes. Whether MP-15 also will have these remains to be seen. The artist's rendition I have of MP-15 does not.

All of this jockeying around has produced two casualties, possibly three. SW-1500 will be replaced, as no doubt will SW-1504. The EMD no longer offers SW-1000 switchers, but will build the SW-1001, which is the same engine with a smaller, industrial-clearance cab. However, Birmingham Southern, which lost three SW-1000's on Flexicoil trucks in that disastrous five-unit washout reported last month, tried to order three similar SW-1000's; but EMD would not build SW-1000 nor put SW-1001's on Flexicoil trucks. So the railroad settled for SW-1001's without Flexicoils.

Does this mean the end of the Flexicoil truck in EMD's catalog? At any rate, if you own a photo of Birmingham Southern 15-17, you have a collector's item. These are believed to have been the only three SW-1000's on Flexicoils and they will be the last—all lost in the wreck. All this points up one fact—the only true railroad-sized switcher (as opposed to industrial models) available is EMD's SW-1001.

IN OTHER new power developments, the French RTG Turbos are here. By the time you read this, they should be in Amtrak service on the Illinois Central Gulf between Chicago and St. Louis and on the Milwaukee Road between Chicago and Milwaukee. Built by ANF-Frangeco of Paris, the five-car sets are capable of 125 mph and will carry 320 passengers, including the tables in the cafeteria/galley section.

The power cars at each end have a 1140-hp propulsion turbine driving through a Voith transmission to the front truck. A separate 250-kw alternator provides all train electrical services. The ends of each train are provided with a standard AAR coupler, but the cars remain coupled with the French buffers and links, a real sight to see. Window glass, perfectly safe in France, will be replaced with Lexan to ward off imbecilic vandal's rocks, a sad commentary on our youngsters.

Amtrak is leasing the two trains for $100,000 per month for 18 months, with an option to buy outright after one year. Purchase price (I hope for both sets) is $5.5 million. Amtrak says that's considerably less than North American equipment. Of course, ANF Frangeco has quoted prices contingent on the production of more RTG's for French National Railways, and Amtrak has a further option to buy four or eight more sets.

Rohr Industries has been licensed to produce RTG's in case more than eight are needed. To service its new trains, Amtrak is putting in a $3 million service base at Brighton Park in Chicago.

The earlier plans to utilize the United Aircraft Turbos out of Chicago were scuttled when one of the four sets was destroyed in a wreck on the Canadian National at Lachine, Quebec, in July. The other set previously on CN has joined the original two in Boston-New York service. In my opinion, the new French trains are much more sightly than the super-ugly UAC trains, which have to be the direct results of Penn Central's "earthworms in love" herald.

A REAL LOSS occurred in Canada in May when the only M-640, Canadian Pacific 4744, led two trailing units and several cars into a washout near Thunder Bay, Ontario. No one in the crew was seriously hurt, fortunately, but the big unit was considered a total wreck and may not be repaired.

GENERAL MOTORS Overseas Operations reports an order for three 2000-hp GP-38-2's for Saudi Government Railroad Organization of Dhahran, Saudi Arabia. The first unit will leave La Grange next March. Saudi Arabia has 14 other EMD diesels.

AMONG the most interesting yet little-known diesels is the Fairbanks-

Morse 2000-hp road-switcher, model H-20-44. Just 96 of them were built between 1947-54, and all except those on Union Pacific worked on eastern roads. H-20-44 is a compact, end-cab, high-hood configuration riding on type B four-wheel road trucks. On first sight, the model is easily confused with the smaller 1000-hp switcher. The best means to tell them apart is that the H-20 has a bulging front end, necessary to house the large radiator shutter assembly.

The first production models featured the Loewy styling, which made F-M instantly recognizable. This style continued until early 1953, when the new squared-off look did away with all "extras" except the fairing from radiator bulge to hood. Away went the rounded windows on the cab sides, the oval moulding on the headlight, the skirting across the battery box ahead of the cab, and the slight slope on the nose. This spartanized look was not as noticeable on H-20-44 as it was on the larger FM models; and as only the last few built were involved, the non-Loewy models are considered rare birds.

The H-20-44 is equipped with a 10-cylinder opposed-piston engine producing 2000 hp at 850 rpm. Electrical equipment in all units is Westinghouse, the heaviest available. Whether or not the demise of the H-20-44 can be laid to the exit of Westinghouse from the traction motor market is a moot point. FM had produced its own traction motors for switchers since 1949, but after 1953 had to go with General Electric for road equipment, with the option of GE or FM traction motors. Of course, the rugged Westinghouse equipment with its high overload tolerances was missed, as this was a big selling point.

The H-20-44 was offered as a high-horsepower, 65-70 mph freight hauler. The absence of a short hood left no room for steam generation equipment, hence no passenger service. The roster of users reflects the freight service use

New York Central No. 7113, model H-20-44, Loewy-styled, shown in yards at Buffalo, N.Y., in 1957. Diesel fans will like odd MU jumper set on pilot.
All photos on this page from Jim Edmonston collection

of the engine. Roster and dispositions:

Akron, Canton & Youngstown 500-505, 500-01 to GE in trade; 2 and 3 went to Norfolk & Western, but were traded to EMD without renumbering; and 4 and 5 went to EMD for trade. AC&Y 505 was rebuilt in kind by the F-M plant at Beloit, Wisc., in 3/71, years after the last production model had left the plant in February, 1963. The unit was sold to Southwest Portland Cement in Victorville, Calif. as No. 410, still operating.

New York Central 7100-7118, with 7117 and 7118 being delivered lettered for Indiana Harbor Belt—all NYC locos—went to GE and were scrapped, IHB's also scrapped. The Pennsy's 8917-8942 (later became Penn Central 7717-7742 and 9300-9311 (PC 7700-7711) likewise were cut up for scrap metal. I doubt that any of these engines operated in PC paint. Some may have never been renumbered.

Pittsburgh & West Virginia 50-71 became N&W with the same numbers; all now gone. Known dispositions include: 62-63 traded to EMD, 66 to GE, 67-69 to AC&Y as 506-508 and then traded to GE, and 70 to GE. Union Pacific, the only Western road to use H-20-44's, had 1360-1370. Originally the numbers were preceeded by "DS" to differentiate them from steam, as if that were necessary. No. 1366 was FM demo 2000. All Union Pacifics are gone—except for 1366 and 1369, which were sold to Southwest Portland Cement as their 66 and 69, later renumbered 408 and 409.

Thus, the only three H-20-44's operating today are in Victorville, Calif., on the SWPC. It is interesting to note that both the first (408) and the last (410) H-20-44's built are represented. The two styles are thus still active. Anyone visiting Victorville with a camera can shoot the entire remaining production. No. 408 was seen on TV last fall in a Ford commercial, running cab forward. As you might expect, the locos are cement gray with yellow numbers.

The H-20-44 had its "finest hour" on the Pittsburgh & West Virginia, a southwestern Pennsylvania coal-hauler turned fast-freight line. When P&WY decided that its modern (1934-'37) Baldwin 2-6-6-4's couldn't keep doing the job, it bought a fleet of H-20-44's to replace them. P&WV's entire roster consisted of No. 30, a Baldwin VO-1000 switcher, No. 40, a big Baldwin

Two Pennsy oldtimers. (Left) No. 8918, model H-20-44, Loewy-styled, at Zanesville, Ohio, in 1959. Note radio antenna above headlight. (Right) No. 8936, H-20-44, shown with rooftop antenna, ready to highball at Cresson, Pa., in 1957.

AS-616 road-switcher, and twenty-two H-20-44's, until December 1956, when three H-16-44's (90-93) were added.

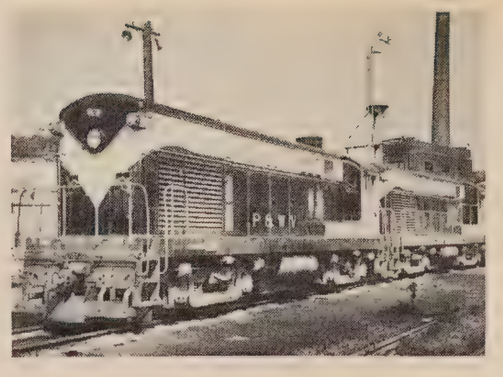
The 40 proved too tough on P&WV's tight curves, and was leased early in its life to the Pennsy, which later bought it and numbered it 8114. When the 30 was sold to Patapsco & Back Rivers in the late fifties, P&WV was an all-FM road. The black-and-yellow H-20-44's carried the road through the decade of the fifties, rolling fast freights between Rock Yard (Pittsburgh) and Bowest Jct. (Connelsville) on what was known as the Alphabet Route, a fast-freight line from Chicago and St. Louis over the NKP, W&LE, P&V, WM, and Reading. Normally, two or three H-20-44's were assigned to the trains. The service record of the spotlessly-maintained engines was the pride of the P&WV, and all were intact when N&W took over the road. N&W, however, knew only EMD and Alco engines, and used the H-20's for trade-ins.

1 saw H-20-44's also at work on the old Pennsy. A group were kept at Cresson, Pa., on the west slope and used as helpers up to Gallitzin. Here in Cincinnati we had No. 9301, an orphan used on transfer runs and yard switching out of Pendleton roundhouse. There were reports of H-20-44's at Columbus, Ohio. I don't dispute them, because Columbus was home for all types of off-brand locos until the second-generation came along.

So, as all types of FM power fade from view each year, it is fitting to call attention to the last three samples of H-20-44, three out of 96, one of the very few end-cab hood units built for road service.

A BOOK just published, *Diesel Locomotive Rosters*, is a *must* for all persons interested in locomotives today. It is a complete series of diesel rosters originally compiled by Sy Reich for *Railroad Magazine*. The book, gotten up by Robert J. Wayner, includes over 100 interesting photos of various diesel models and is available at $7.50 from Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023. Having all of Sy's well-done rosters under one cover is a great idea.

NEWS CLIPPING from John Kunis, 707 Virginia Ave., Cumberland, Md. 21502, covers this fall's operation of the Greenbrier Scenic Railroad. Although the season's last run (October 14th) may have been made by the time you read this, you might like to know that the GSRR, which had been inaugurated as a steam road using a 4-8-4, Reading T-1 No. 2102, is now back in buisness with Chessie System (C&O) Geeps. The runs leave Ronceverte, W.Va., on the C&O main and travel up the beautiful Greenbrier



Pittsburgh & West Virginia H-20-44 No. 67 slumbering on house track in Rock yard, Pittsburgh, Pa., in '55.
Photograph by Jim Edmonston

River Valley to Durbin, W. Va., connecting with the Shay-powered Cass Scenic Railroad at Cass, W. Va.

After a rocky 1971 start using the 2102, Greenbrier Scenic didn't run at all in 1972, but has now been revitalized with blessings from C&O and the State of West Virginia. Info on future trips may be had by writing Travel, Department of Commerce, Dept. GSR, State Capitol, Charleston, W. Va. 25305.

CORRECTION: Both John Lyko, 5226 W. 24th St., Cicero, Ill., and G. W. McDonald, 4122 Tulsa Dr., Greensboro, N.C., figuratively screamed when I inadvertently misplaced the Manufacturer's Jct. Railroad in my August department. This short line is in Cicero, Ill., not St. Louis as I said. I confused it with the Manufacturer's Railway, which is in St. Louis. Here's a bit of info on both roads.

Owned by Western Electric, the MJRR is the switching line for the Cicero plant, connecting it with the Belt Railway of Chicago. Its SW-1 No. 7 is still active. John Lyko says the old roundhouse and turntable can be seen today, left over from the era of 0-6-0's.

The Manufacturer's Railway belongs to Anheuser-Busch (Budweiser Beer). It is a switching and transfer road serving both A-B and other industries in St. Louis, Mo., and East St. Louis, Illinois. You may have observed the road's

Akron, Canton & Youngstown H-20-44 No. 504, built by Fairbanks Morse, shown in Akron, Ohio, yards in '62.
Collection of Steven M. Timko, Jr

cars, which are specially-insulated boxcars with reporting marks MRS, used in transporting beer. Motive power consists of a sizeable fleet of Alco switchers, both S-2's and S-4's.

G. M. McDONALD, editor of *The Short Line* news publication, says that Norfolk Southern GE 70-tonner No. 703 is still very much alive and working with the 701 on the Weyco-New Bern, N.C., turn. These are the only engines which can be used successfully on the Bayboro local. Also, he says the Tennessee Railroad usually operates its RS-1's in sets of two, so that five-unit operation is rare. Tennessee RR., by the way, is now the Tennessee Railway and will become part of the Southern early this fall. New power supposedly will come in the form of three Southern GP-38's.

GM OVERSEAS OPERATIONS reports an order for twenty G 22C's for Taiwan on the island of Formosa. The 1500-hp units being built at La Grange will go to the Taiwan Railway Administration in October and December, 1973. Taiwan will then have 152 GM diesels in operation.

GM Interamerica Corp. has received an order for 24 eight-axle DDM-45's from Companhia Vale do Rio Doce, a Brazilian mining company. DDM-45 is the largest GM unit exported. This will increase Vale do Rio Doce's roster to 63 DDM-45's, and a total of 152 GM diesels, curiously the same total as Taiwan. Delivery due early next year.

HOW MUCH can a GP-9 haul? I wouldn't have believed this if I hadn't seen it (and made a slide). Just recently I was at Stevens Yard on the C&O here when a long coal drag approached from the East. Leading was GP-9 No. 6230, followed by U-25B No. 8133. The train dragged in slowly, I thought because she was entering a congested area. It turned out that the 8133 was dead, her inspection doors flapping in the breeze and her prime mover quiet as a mouse.

By questioning the brakeman I learned that the 8133 had gone dead twenty miles west of Russell, Ky., and that the 6230, with 1750 hp, had dragged that ponderous train of 160 loads, 16,000 tons, all the way in! The route is almost all level. The brakeman said the fastest speed they made was 12 mph on a slight downgrade. They left Russell at 11:30 p.m. and it was now noon! Not even EMD would have claimed a GP-9 could lug so much tonnage back in 1955 when they were new.

NEW ADDRESS: Send diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

THE THIRD TRICK by Harry Bedwell

THE CHIEF dispatcher was glad to see Eddie Sand, and tickled that he was looking for a train-order job. Eddie had been on the Espee in the Northwest. The grab was fine, and he'd avoided the tough station jobs. But when the winter rains came, he had felt the old desire to hit the boomer trail again.

"Just a train-order job is all I require," he said to himself, "out where the sun shines all day."

The third trick dispatcher on the desert end was down with the flu, and there was no one else to relieve him. Besides, a boomer never ran out on a tough job. Eddie had been trained to all periods, and the third trick, worked at the pallid end of night when the normal world is abed, gave you uncommon aspects of men and events. During those tag-end eight hours the railroad wasn't much supervised by officials. Phantoms rode the rails, and frequently there occurred the most curious episodes, which never got on the Ink Report.

The dispatcher's office was a dusky cavern spotted with lights hung low over the long tables. Voices of the Morse men talking into transmitters were muffled in the gloom. Eddie had filled in for a dispatcher the last time he was there, but the memory of that other trick on the sheet was buried. Those first nights were a blur of swift minutes snatched and crammed into train orders and inked in their columns on the train sheet. The elusive cadence of far-distant wheels storming the night refused to take hold.

And then, after his day off, it came back to him like an old melody, and that midnight he squared up to the long table with his familiar confidence. The image of headlights sweeping the lonely darkness fell into a pattern. Henceforth, he measured the minutes with an even hand. He had caught the rhythm of high-iron traffic quirks, the temperamental strength and frailty of engineers.

Most of the oldtimers were still on their jobs at the east end train-order stations. They cheered at the sound of Eddie Sand's voice on the dispatcher's wire, but they considered he'd lost his boomer status by returning to the dispatcher's table.

"Next thing," opined old Jasper Hunt, at Topaz, you'll be wearing a brass collar and smoking two-bit seegars."

The brethren of train and engine service dropped in with words of greeting and smiles of welcome in their eyes.

Eddie soon became aware of events developing out there on the 130 miles of single track that made up the district before him—from facts and stray fragments reported on the wire, from the constant babbling of Morse sounders on the table, and from a certain knowledge of the characters who ran the trains.

"Smoky Spots," a long-time fishing companion of Eddie's, showed up, by name, on the Morse and the talking circuit. A feud, which Eddie unraveled as it went along, flared up between Smoky, the hogger on Number 532, the *Huckster*, and his skipper, Winn Sullivan. There were 99 freight cars, end to end, separating these two valiant railmen, and the *Huckster* was proceeding eastward at a speed that shaded par for the district. This was before radio communication had been installed between cab and caboose, and they disputed in installments, by telegraph.

Sullivan dropped a butterfly—a message that fluttered from the rear bottom step of his caboose at Torena as the *Huckster* went by in a cloud of dust. Winn's thoughts were somewhat confused, and so he neglected to ballast the butterfly with a small stone, or a bit of lead strap from a track torpedo. The telegram took in after the *Huckster* in swoops and spirals the instant Winn released it. The op on duty had to chase it by the light of his electric hand lantern for 200 yards down the main track before it nosedived and hung up on a tall weed.

The message was to his engineer, to be sent to Mica, the next station beyond, on the Morse, and hooped up to Smoky on the head end of the *Huckster*. Winn had sustained a blow on the head at Marella that he felt certain had resulted in a concussion, and he blamed Smoky for it.

SMOKY was crowding the speed limit. He was scheduled to take a three-day fishing trip up-river with some of the brethren, leaving early that morning. He had called from a distant desert terminal and asked Eddie to get him over the road so he wouldn't be left behind when the buddies hit the road for camp. Eddie had promised to do his best. Smoky was dead set on making the excursion. The big ones were biting at their Three Butte camp and there would be the nightly poker game, which was fully as important as the fish. The gang had nicked Smoky 35 bucks in their last series, and he felt he was due for revenge.

He had made a quick job of the switching operation at Marella, but he wasn't careless. The brakeman fouled him up with some capricious lantern signals as he came back on his train with twelve extra-gang outfit cars to round out the car limit. When he made the joint, it sounded like the beginning of the next war.

The shock became cumulative as it raced down the length of the 99 cars to the caboose, where Winn was doing paper work at the letdown desk. At the impact, Winn's chair dived for the open doorway. It caught on the jamb, tore off a leg, and plastered Winn all over the crummy wall.

Winn's feelings were outraged, more than anything else. Nobody could abuse him. A hogger, in safety nearly a mile away, who roughed him up, had to be dealt with immediately. The message to Smoky which he dropped off at Torena read:

Don't forget there's an occupied caboose on the hind end of the Huckster. When you came down to a joint at Marella, this crummy jumped two feet off the rail, and I got a bump on the head that feels like it's addled my brain. Now you're tearing up the railroad. Me and Hank have got no safety belts, so we got to hang on with both hands and two feet on the curves. If you don't slow down to the lawful speed I'm going to pull the air on you.

Eddie listened to it on the Morse, and grinned. Smoky's urgent fishing trip was threatened.

Smoky picked up the message at Mica, read it, and considered his position. If he slowed to a moderate pace, he was sure to miss connections with the Three Butte's caravan. But Winn could be stubborn when angered, and he would certainly make good his threat, if Smoky maintained his present speed. Smoky tried deception. He

slowed noticeable to lull Winn's wrath, then picked up his speed again gradually.

EDDIE caught another act, the opposite of Smoky's, coming from the other direction. Abe Oliver, the skipper of the *Honkey Tonk*, westbound dead freight, was dragging his feet. Abe didn't like the dead-freight run. The *Honkey Tonk* went in the hole for all the rest of the railroad, besides doing a disagreeable amount of switching. Usually Abe ducked a call for her, but this time she came in so late that her regular schedule was annulled and she ran as an extra. Extra 6160 West. Abe didn't know until he got to the yard office it was the *Honkey Tonk* he had accepted a call for, and then it was too late to escape. This curdled his disposition.

He was an hour and twenty minutes getting out of the terminal yard. He took an hour to do ten minutes' work at Stacoza. Then at Pilot, Eddie put him in the siding to meet Second 616, so Abe took twice as much time to pull out and leave town.

Eddie kept a bleak eye on Abe. He had to make long guesses in fixing the *Honkey Tonk*'s meeting points against opposing traffic. When Abe crossed him up on one, Eddie began to smoulder. He ordered the *Honkey Tonk* into the hole at Coptic for the third section of 616. Abe retaliated. He dallied into the clear and fogged the block lights on the opposing train.

The boomer sent him two messages at Coptic. One upbraided him for wasting time and delaying other trains. The other simply stated: *Third 616 does not carry signals.*

The first enraged Abe. The second caused him to note that when Third 616 went by that she did not, as a fact, carry green signals, and then he let that fact sink out of sight in his unhappy mind.

At Bracken, Abe sullenly pulled the air on his engineer, stopping between switches, walked half the length of his train to the telegraph office, and came in on the dispatcher's phone himself.

"That no-good hogger of mine" he muttered into the transmitter, "would've gone right through town if I hadn't stopped him. We got right over Fourth Six-Sixteen to here, and that's all. Where's he at?"

"There is no Fourth Six-Sixteen," Eddie said blandly.

"You gave me an order that says I got right over him to Bracken," Abe shot back, sounding somewhat exultant, "and that's where I'm at right now, waiting for him."

"You received a message from me warning you that Third Six-Sixteen carried no signals, and I hope you verified it when she went by you. That being the case, you should know there's no other section following."

Abe breathed heavily. "Yeah, I looked. But mebby the ashcat forgot to put 'em up. It's been done."

"That isn't any of your damn business," Eddie said sharply. "If she carried on signals, that clears you. You've got the railroad coming to a standstill, the way you're acting, so you'd better get on your bicycle and pull the hell out of there."

"You can't run trains on messages," Abe stated. "It's got to be train orders. I know my rights. If that fourth man ain't on the railroad, I need an annulling order. I'll set here till I get it."

THE CIRCUIT picked up the heat to Eddie's voice. "Look, old-timer, I can't annul a train that doesn't exist. You'd sit there till you get flat wheels if you wait for me to do it." Then Eddie took a potshot. "Your train is no doubt standing on the main track. If you're operating on the theory that there is a Fourth Six-Sixteen why aren't you in the clear to let her by? Your rights against her expire at Bracken, Oliver. You said so yourself."

Abe's grunt sounded as if he'd taken a body blow.

"Look old-timer," Eddie shot the other barrel. "You can give the rest of your reasons for stopping there to the trainmaster. I'm not interested, but he sure will be."

Abe sputtered for a moment, and then hung up.

Jasper Hunt, at Topaz, came on the wire. "Old Abe sure took that one hard," he chuckled. "What happened to that Fourth Six-Sixteen, Eddie?"

Eddie subsided. "After they'd put her on the lineup," he explained, "they found they didn't have crews to run her on schedule, so they left the green off the third one when they started her out." Eddie sighed. "I sent Abe that message so he wouldn't overlook his hand, and for that he tried to hang one on me."

The operator at Bracken reported Abe out five minutes later.

Eddie caught Smoky's reply to his skipper's protest. Smoky dropped it off at Carbon, and it was sent ahead at Madeline and hooped up to the *Huckster*'s caboose.

Your brain was addled before you got that bump on your head at Marella. But don't let it bother you. I'll take care of everything. I got a deal cooking and if I get in late I'll lose out on it. You leave it to me and I might even cut you in on it.

Eddie saw by the train sheet that Smoky was making top speed again. Those two were separated by about the right amount of distance to intensify their affray and keep it going without bloodshed.

Winn's reply was dropped at the next telegraph station. It read:

Do you think you're running a roller coaster? You made a whipcracker out of this crummy going around Sun Dust curve. Hank was tossed out of the cook loft and lit in the coal locker. I felt it coming, and all I got out of it was a skinned nose. If you don't slow down, me and Hank are going to eat at Topaz before we set out the twelve outfit cars there, and we'll take a full hour to do it. I don't give a hoot about your deals.

Winn could be as exasperating as a crick in the neck. Smoky eased the throttle and took a bearing on his watch. He had a time wait at Topaz against 377, a hotshot manifest, and he'd figured on making it for a meet. But if he let Winn restrict him, he'd have to take the hole at a blind siding this side for the meet. And this would delay him too much. He'd miss the big fish entirely. And that made the 35 bucks that the boys had nicked him of seem like a first mortgage.

Smoky decided to chance making Topaz. His head brakeman, a guy named Hull, owed him money. He could talk Hull into passing up the grub, and they would set out the outfits while Winn and Hank fed their homely faces. He rechecked his calculations, widened the throttle an inch at a time, and watched the air gage pensively for a sign that Winn was going to brake him down from the caboose. The needle held. Winn would take his revenge at Topaz.

Eddie had put out that wait order on the manifest, just in case Smoky could take advantage of it. Smoky was a fisherman and poker fan, but he was a railroader first, and he wouldn't risk delaying the hotshot even if time ran out on him. But Abe Oliver broke up the combination.

SMOKY came up along the dunes approaching Topaz in time to make it into the clear ten minutes ahead of the hotshot's due time. He'd figured it

close and got the right answer. He added a salute to Eddie. That lad could make 'em fit tight if you worked with him.

The emerald block light in the vast dark ahead signaled a clear track to Topaz. Mentally, Smoky smelled river smells and wood smoke and frying fish. But his eyes remained on duty. The block light suddenly went yellow, and the one beyond it turned red. Smoky's mind snapped back to reality. The line wasn't clear to Topaz. Smoky shut off sadly and began to slow his train.

"Now what," he questioned, "do you suppose is in there?"

Hull stared glumly at the red warning. "By the orders we've got, there ain't anything that near us. Mebby it's only a short circuit, and the signal maintainer will get it before I have to flag through."

Smoky had her all tightened up so he could stop with the driver brakes as they came down on the peremptory red signal. Hull had his lanterns in the crook of his arm, and fusees stuffed into his backside pocket, ready to walk through the block ahead of his train. He was halfway down the ladder when the red eye flashed green.

Smoky blinked hard to make sure. "Somebody just got in the clear at Topaz, and that don't add."

Hull came back up the ladder and said: "There can't be any train at Topaz now. It don't show in the orders."

But there was a train in the clear at Topaz. The *Huckster* rounded the dunes and pulled up at the passing track switch. The Topaz yard was alive and crawling, and there was the smell of doom in the air.

The house track was blocked with cars, shutting the station off from the main line. Eight outfit cars stood at the stub end of the corral track. A cut of cars filled the rest of the siding and overflowed seven cars onto the passing track. The engine that had hold of the cut had just nuzzled up. She panted sulkily and displayed her indicators in lights: X6160.

Hull drew a shuddering breath, "That's the *Honkey Tonk*," he moaned. "How'd he get here when we've got a meet with him at Arena?"

Hull got down and opened the switch. Smoky headed in and rolled slowly down to the seven cars which protruded from the corral track and blocked the pass. Smoky estimated he still had thirty cars and the caboose hanging out on the main track. He blew out a flag.

Winn came up from his caboose, and Smoky boosted himself over a pair of drawheads between two cars in the string that filled the house track. They met at the station door. Abe Oliver was already in the office when they entered. It was a lively meeting. Winn and Abe immediately began batting remarks at each other.

JASPER HUNT, the op on duty, gave Eddie a run down on how things had got so fouled-up, interrupting himself to laugh like a fool and add his own lurid commentary.

Eddie had sent Abe an order at Bracken to let the manifest around the *Honkey Tonk* at Arena, the first blind siding east of Topaz, and to remain there to meet the *Huckster*. Eddie figured Abe would kill as much time as he thought he could get by with, eventually getting in the way of the manifest and delaying her. Besides, Eddie foresaw that Abe was sure to blunder into a jackpot if he wasn't kept out of it. So he decided to stow him in the siding at Arena to keep him out of the way of these other two trains.

But you couldn't figure Abe that night. Eddie's rebuke had maddened him, and the order that gave the manifest a runaround destroyed his reason. It not only directed him to take siding for two more trains, but also allowed the conductor of the manifest to go into terminal ahead of him. Under the rule of first in, first out, that skipper would be called out ahead of Abe on their next eastbound trip.

Abe blindly tried to make the rest of the run in passenger-train time. He tramped on his brakemen and made them get the lead out. He rode the engine and needled the hogger into making a hotshot run. He passed up a job of switching that had been assigned to him. In short he saved a good deal of time and crossed up Eddie's calculations again.

The *Honkey Tonk* stormed up to Arena twenty-two minutes before the manifest, coming up from behind, was due. From the orders he had, he knew the manifest would meet the *Huckster* at Topaz, or beyond.

Abe had a sudden flash of madness. He decided to go on to Topaz against the *Huckster*, on the manifest's rights, and bullied his hogger into doing it. Instead of heading in at Arena, the *Honkey Tonk* went by that desolate siding like a gust from a storm.

In his delirium, Abe had assured himself that he could set the better half of his train on the team track at Topaz, then double the rest through the passing track, and pull it into the clear on the corral track, leaving the pass open for the *Huckster*, and the main line for the manifest.

What Abe didn't know, till he headed in with the doubleover, was that there were already eight outfit cars on the corral track. This prevented him from clearing the pass. And he didn't know, till Winn told him, that the *Huckster* had twelve more outfits to set on the same stub siding. As it now stood, the manifest couldn't proceed beyond Topaz till they seesawed her out of town.

"Why in hell didn't you stay at Arena?" Winn snapped at Abe.

Abe said he just wanted to make a good run like the DS had advised him to, and it wasn't his fault they were moving in all those outfits.

Jasper ended his narration, and Eddie had a clear picture of the situation in all its painful aspects.

BY THE RULES, the senior conductor present at the scene takes charge and unsnarls the tieup. Winn took this one over. Abe argued there wouldn't be much delay. As soon as the manifest cleared between switches on the main track, Abe could back his doubleover out onto the main behind him. The *Huckster* could then move into the pass and clear the main, allowing the manifest to proceed. Abe would then couple up and follow, and that would give Winn all the railroad there was at Topaz.

It didn't seem as if Winn had heard him straight. "Ask the DS what kind of a train the manifest's got," he said.

Jasper came back with Eddie's reply. "Two engines and 100 cars."

"That's too many," Winn said.

The manifest whistled for town and slowed to pick up Abe's flagman, who gave the head end all the facts of the jackpot they were in. The manifest came up slowly.

"Ask the DS what's coming up behind us," Winn said.

Jasper got it from Eddie that there wouldn't be anything east at Topaz till they got the manifest out for a meet at Dry Wells.

Winn turned on his engineer. "Smoky," he said briskly, "tell that to your head brakeman, and send him to the hind end with the word that you're backing out of the pass to give the hotshot room to pull up and clear the east switch. I'll stay and work it out."

Abe yelped, "What in the devil are you doing that for? She'll clear without backing your train out."

Winn gave him the kind of look you'd give a repulsive insect. "That manifest won't clear," he stated flatly. "You can barely get into this pass with two engines and 100 cars if you bunch them tight, and if you ain't got too many long cars in your train. The manifest is coming up grade, all stretched out, and he can't close up the slack to shorten his length. And besides that, she always has any number of long cars—fifty-footers and better. Machinery and parts for the assembly plants. You get set to bring your doubleover out when Smoky lets the manifest pull up past the east switch."

And that's the way it was. Winn bossed that saw-by decisively, with skill and eloquence. There were trains and parts thereof crawling about that lone desert station as if it were a terminal. Dizzy lantern signals cut peremptory diagrams in the disturbed darkness, and the screech of whistle-calls caused the prowling creatures of the arid wastes to flee and scramble into their burrows.

The rumble of drawbars and the sad cry of compressed air escaping bounced across the wide desolation. Ejaculations lit up the dark before the dawn, and you could hear the ceaseless sound of running feet. It seemed all confusion, but it was actually a competent job of sawing under stress when time was counted in short minutes.

The *Huckster* backed out of the pass and up the main track to allow the manifest to clear the east switch. Abe was down there with his doubleover, and came out onto the main when the manifest cleared. The manifest backed down again, and the *Huckster* slid quickly into the cleared pass. The hotshot's two engines bellowed and straightened out their long drag and stamped angrily out of town. Abe coupled his train and followed slowly to let the block clear.

THE ONLY remaining sound to disturb the deep stillness at Topaz was Smoky working his engine, shoving the twelve outfits into the corral track. The district was cleared for traffic and again at its normal effectiveness.

Operator Jasper gave Eddie Sand a running account of the melee to the last whistle-off, and at the long table under a hooded light, in the unruffled quiet of the dispatcher's office, Eddie got a nudge of pride in the men who drive the iron horse relentlessly, twice around the clock, in day and dark and weather.

Jasper walked outside with Winn as Smoky brought his engine out of the corral track. Air sneezed as he stopped the huge Mallet beside them. Smoky got down. He looked at his conductor.

"You going to eat now, skipper?"

Winn looked his hogger over carefully. "This big deal you got cooking," he said, "you figure to make considerable out of it?"

"If I can get to town in time," Smoky said hopefully.

"Well, I guess you'll have to cut me in on it at that," Winn drawled. "All I want is a mess of catfish, and you better see I get them. Now, let's get rolling."

"The *Huckster*'s heading out," Jasper reported.

Eddie checked the time and distance to the end of her run. Smoky rolled his train down the pass in the dawn light, already smelling fish frying. He got a sizzling highball from the caboose as the hind end of the *Huckster* cleared, and whistled off. He built up speed with a deft hand on the throttle and the feel of traction through the seat of his pants.

There was the matter of that 35 bucks. He aimed to retrieve it, with compound interest. He'd make it in time to join the caravan, and not even disturb Winn's meditations, back there in the cupola, as his train snaked out ahead in the growing light. Smoky hummed a ditty as he set the speed at the exact notch that would do it.

A disturbing thought intruded. There was still the chance that the dispatcher would have to put him in the siding for a wait that would be a little too long. He felt certain, though, that Eddie wouldn't do it if he didn't have to. Smoky cut the ditty and paid strict attention to his duties.

"The *Huckster*'s out and gone," Jasper reported.

Eddie glanced at the clock, and nodded. "The railroad is his from Topaz to terminal," he said.

The boomer dispatcher then began putting out the morning lineup of trains, for the information and guidance of section foremen and signal maintainers, and anybody else that had to venture onto the main line with a track motor car.

That was the sign-off. First trickers were coming on duty at stations and roundhouses, at shops and offices. There were bright morning faces, and the sun was at the windows. The third trick for that day was in the record. ●

PASSENGER TRAIN SURVEY

PENN CENTRAL has added 16 locomotive-propelled cars to its North Jersey suburban fleet. The Bureau of Commuter Services of the New Jersey Department of Transportation turned them over to the railroad.

"This action greatly helps our suburban service," enthused Jay M. Gilmore, system general manager of passenter operation. "The additional equipment released *Jersey Arrow* cars which can now be transferred to other mainline trains to relieve crowding."

Penn Central is using the reconditioned cars on its runs between Trenton, Princeton Jct., Metuchen, Newark, and New York, the popularity of which had outstripped the availability of *Jersey Arrow* equipment.

RAILROADS, whether bankrupt or not, cannot eliminate any passenger service without approval of state or federal regulatory agencies, says the third U.S. Circuit Court of Appeals, Trenton, N.J.

The 8-2 opinion overturns a district court decision of last December which authorized the bankrupt Jersey Central to halt unprofitable passenger trains. CNJ wants to discontinue daily commuter service for some 25,000 riders on grounds it is losing $500,000 every month in the operation.

The decision could have increasing economic effects on efforts by trustees of eight other bankrupt railroads in the northeastern United States—including the Penn Central, the nation's largest—to eliminate passenger service unless subsidies are increased.

A STUDY of the feasability of developing a high-speed ground transportation system running up the West

In the driver's seat. On a summer day in 1972 Linda Barth watches Southern Pacific diesel locomotive 3026 hauling train 122 west of Millbrae, Calif. The commuter train out of San Francisco is pulled by an increasingly rare Trainmaster.
Photograph by Virgil Staff

Coast from San Diego, Calif., to Vancouver, B.C., has been authorized by the United States Senate, which voted $8 million for this study, to be made by the Department of Transportation. It would examine various transport alternatives, including the possibility of "tracked air-cushion" trains traveling at speeds of up to 300 miles an hour. The DOT would make a preliminary report to Congress by Jan. 30, 1975, and a final one a year later. After the DOT issues its recommendations, Congress would decide whether to appropriate funds for the new system.

Senator John V. Tunney of California, who requested the study, called passage of the bill "a giant step forward toward unclogging the jammed freeways and crowded skies of the West—and ultimately of the nation." Cosponsors of the bill were Senators Alan Cranston (D., Calif.), Warren Magnusson and Henry Jackson (D., Wash.), and Mark Hatfield (R., Ore.).

According to Senator Tunney, the capacity of California's transportation system will have to be multiplied by four to handle 200 million projected travelers by the year 2000.

"You cannot go on tearing up the countryside with freeways," he said, "or keep building more new airports."

SOUTHERN PACIFIC RR., which would like to get rid of all its passenger service, told 11,000 Peninsula commuters on August 24th that it was asking the California Public Utilities Commission for a special two-step fare increase because of increased employe pension costs.

A recent amendment to the Interstate Commerce Act—as passed by Congress and signed by President Nixon—specifies that after October 1, 1973, the nation's railroads will assume about three-fourths of the cost of the railroad pension fund. Formerly, somewhat more than one-half was paid by the carriers, the rest by the employes. In turn, the amendment provides for the railroads to apply to state bodies having jurisdiction over intrastate rates and fares for increases to compensate for the added expense.

"The increase in pension costs for our commuter employes will total $63,000 for the last three months of 1973 and $345,000 for 1974, which is all that this fare increase would cover," said George V. Housman, SP's manager of commuter traffic. "This still leaves us with a huge deficit in the commuter operation, where our losses have risen from $2 million in 1970 to $2.5 million in 1971 and over $3 million last year."

How accurate these figures are is open to question. It is well known, however, that the cost of running commuter trains far exceeds the revenue derived from them.

"THE MOTOR VEHICLE is a weapon and should be treated as such," declared Albion E. Metcalf, former police chief of Keene, N.H., addressing a transportation conference of the American Society of Engineers in Denver on September 25th. "In 1971 there were approximately 17,500 reported homicides in this country. During that same year 55,000 Americans lost their lives on our highways."

Metcalf didn't say so, but if a lot more people were to ride trains and trolleys instead of automobiles, rail passenger service would take a tremendous spurt while the number of casualties from motor vehicles would drop sharply.

AUTO-TRAIN CORPORATION, which began carrying passengers and their automobiles on the same train between Lorton, Va., and Sanford, Fla., on December 6, 1971, has announced net earnings of $804,872 for its first full year of operations. A derailment last March led to temporary discontinuance of one train, but the company was able to resume full service quickly and complete a financially successful first full year of operations.

THE LONG ISLAND RAIL ROAD is recruiting women to serve as engineers and trainmen. It's not a new idea, R. E. Peterson, superintendent of personnel management, declared, but "our company's equal employment policy." This policy came to light when Peterson authorized distribution of a notice to female LIRR employes, offering positions in train and engine service to present female employes on a preferential basis. Applications had to be submitted before September 7th. We don't know yet how many such applications were turned in.

Canadian Commuters

THIS FALL we expect a Canadian Transport Commission decision of great significance to the development of commuter passenger train systems across Canada, stemming from public

hearings held last summer in Barrie, Ontario, reports the *Locomotive Engineer*.

Three Toronto organizations interested in promoting commuter trains filed a formal application under the Railway Act asking CTC's Railway Committee to direct the Canadian National to set up regular commuter schedules between Toronto and Barrie.

The application—first of its kind since the CTC was established—cites Section 262 of the statute under which railways are required to provide "adequate and suitable accommodation for the receiving and loading of all traffic offered for carriage upon the railway." The applicants contend there is ample evidence that traffic is available on the Toronto-Barrie line.

Last year the federal transport department awarded a $100,000 grant for the operation of an experimental commuter run which lasted 38 days before the money ran out. It averaged 177 passengers daily, with a peak day of 273. Commuter groups argued at the hearings that the service would have done better if it had been permanent. As it was, many commuters were unwilling to abandon their car pools for the temporary period.

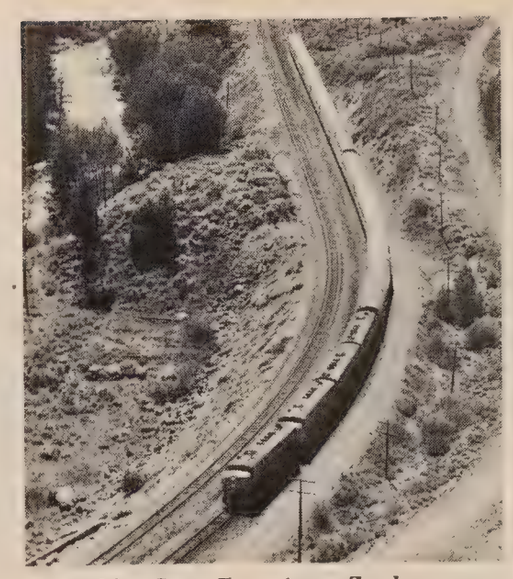
CNR is obviously unwilling to start the service on its own. It said the annual loss for a conventional train operation handling 200 passengers daily would be $408,000 and for an RDC $325,000. With 300 riders a day it estimated a conventional train deficit of $318,000 a year and an RDC loss of $236,000. The figures were based on one morning train and one afternoon train five days a week.

Commuter groups claim the CNR figures are inflated by depreciation allowances for facilities that were paid off long ago. They maintain that RDC equipment can be operated for $2 per mile and carry the traffic without loss.

Two side issues complicate the case. One is a provincial commuter study which favors the use of a different CNR line north of Toronto, going through Richmond Hill. The other is the opposition of Barrie municipal officials who fear commuter trains would make Barrie a "dormitory" community of Toronto, cause higher real estate prices and raise the tax burden on present residents.

If, after sorting out the legal tangle, CTC decides that a commuter service should be provided, it would undoubtedly lead to a series of similar applications from other cities.

CANADIAN taxpayers have been subsidizing a train in the United States, according to *The Globe and Mail* of Toronto in the following editorial:



Amtrak's *San Francisco Zephyr* runs through famed Truckee River canyon.
Amtrak photograph

Those Barrie-Toronto people who hope to have Canadian National Railways ordered to operate a commuter train after recent hearings in Barrie should be interested in the news that CN—and therefore the Canadian taxpayer—is subsidizing Detroit commuters to the tune of $375,000 annually. The Grand Trunk Railroad, a subsidiary of CN, has been running the service between Detroit and Pontiac, Mich., for 34 years. Ever since 1954, it has been losing money and riders at a record clip.

No wonder Donald Wooden, GTR vice-president, recently told the Detroit News, "We're scared to death to think what the Canadian taxpayers would say if they knew they were subsidizing Detroit commuters."

Understandably, CN and the GTR have been trying to get rid of this passenger albatross—and by the time-honored methods (proven in Canada) of closing the washrooms, turning off the air-conditioning on the hottest days, and keeping the water-coolers empty. But the State of Michigan said "No."

Why not, then, increase the 4-cents-a-mile fare to cover the operating losses? Alas, the Public Service Commission in Lansing, which rules on fare levels, is playing coy. And why should they worry, with the Canadian taxpayer picking up the tab? The Southeastern Michigan Transportation Authority (SEMTA) is "the most obvious agency to subsidize the line," according to Mr. Wooden. The authority however, is talking about a survey of the whole commuter problem in the state before doing anything—and that may take some time.

Advertising the advantages of the commuter line has failed to pick up more passengers than the 800 die-hards who use the train each working day. In the Detroit area, the automobile is king and commuters apparently prefer to chug bumper to bumper along the crowded, fume-ridden highways. Opening of the most recent expressway has only served to hurt the GTR further, while failing to curb the traffic congestion.

Readers Heard From

BERT PENNYPACKER'S article in your August issue, "Steam Days on the Pennsy's Middle Division" is one of the best you've published in a long time. As one who did not become a railfan until the 1960's, I can only share vicariously in the excitement of those days through such accounts as Pennypacker's.

With so few passenger trains running today, I think there will be a decreasing number of new railfans. (*Editor's note*: the contrary seems to be true. New fans are showing up all the time. You might have thought people would lose interest in the Old West when it became civilized, but they didn't.)

The newest and biggest hopper cars or tankers that delight freight officials and stockholders aren't likely to bring non-railroaders to freight depots to look at them. Nobody can question the value of freight tonnage to both the nation and the railroads. Still, it would be great to see passenger cars bringing in more revenue.

I, for one, do not believe the glory of passenger service has gone forever, like the stagecoach. Railfans going at it in the right spirit could help a lot toward bringing back at least part of the show that once ran by. By taking a little time now and then from our collection of photos, slides, or model layouts, we could write informative letters to our local newspapers and public officials, putting in a good word for passenger trains. This, if combined with additional riding of such trains, —would certainly bring good results. Robert van Wormer, P.O. Box 5545, Athens, Ga. 30604.

HERE is a comparison of costs and travel time for a one-way trip between Los Angeles and the San Francisco Bay area: Amtrak train, $18.50 (10 hours, 15 minutes); bus, $15.14 (8½ to 10 hours); plane, $16.87 (about an hour). So the train charges the highest fare and takes the most time. The plane costs less than Amtrak and consumes the least time. The bus is cheapest and gets there before the train.—Robert J. Swan, Box 1868, Long Beach, Calif. 90801.

THE SUPER CHIEF, train 3-4, running between Los Angeles and Chicago, no longer has a dome car for first-class passengers. Last summer at least, it seems that Amtrak wanted to use another Pullman in that train and omit the famous dome car, not using both in order to keep within the 18-car limit. Why can't they have 19 cars? I rode the *Super Chief* recently. The many passengers who sought in vain for seats in the coach-lounge would have had better luck trying to get in to see the Pope.—Ronald Dirksen, 4432 Finley St., Los Angeles, Calif. 90027. ●

Barbara Kreimer in a Southern Railway caboose at Strasburg, Virginia.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***What kind of power is used by New York MTA Cosmopolitan mu's on the New Haven Division?***

The cars run on 11,000 volts AC overhead catenary between New Haven and the Harlem Division connection in the Bronx, where they switch to 650v, DC power from third rail into Grand Central Terminal.

2 ***Brief history, please, of the Poughkeepsie & Eastern.***

The P&E, which ran between Poughkeepsie and Millerton, N.Y., 45 miles, was chartered in 1866, opened in 1872. Three years later it was sold and reorganized as the Poughkeepsie, Hartford & Boston. In 1887 it was consolidated with the Hudson River & Boston to form the New York & Massachusetts Ry., and the name PH&B was dropped.

3 ***What is the Grand Trunk Corporation?***

This was formed in 1970 to place under one American grouping all separately incorporated U.S. rail operations of Canadian National Railways; i.e., the Central Vermont, the Grand Trunk Western, and the Duluth, Winnipeg & Pacific, plus the Grand Trunk Leasing Corp., which owns certain rolling stock leased to these railroads, and the Grand Trunk Land Development Corp., so far inactive. In its first full year of operation the Corporation recorded a $6.6 million deficit, compared with a $10 million spread of red ink for the same operations under other companies in 1971; but it hopes to break even this year. Under the Corporation at the end of '72 the CV had 17 locos and 1,233 freight cars; GTW had 197 locos, 10,968 freight and 30 passenger cars, and three car-ferries of Grand Trunk Milwaukee Car Ferry Co., and DW&P had 16 locos and 2,549 freight cars.

4 ***I am a Western Pacific switchman. Do I have to pay a railroad retirement tax to support the supplemental annuity program?***

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

5 ***Tell me about the development of automatic couplers.***

In 1869 the Master Car Builders Assn. (which later became the Mechanical Division of the Association of American Railroads) began a series of tests on proposed couplers extending over many years. Important tests beginning in Sept. 1885 led in 1887 to MCB approval of a vertical-plane automatic coupler invented by Major Eli H. Jenney. This one rapidly replaced other types. The tightlock coupler for passenger train cars was adopted as standard in 1946, and the type "F" interlocking coupler for freight cars as alternate standard in 1953.

6 ***Which road was the W&P?***

The Woonsocket & Pascoag, incorporated in 1889 and opened in 1901 from Woonsocket to Harrisville, R.I., ten miles. It was sold about 1895 for $100,000 to the New York & New England.

7 ***What happened to British Railways' last remaining Baby Deltic?***

This one, No. 5901, a class 23 diesel-electric, is now hauling BR's Tribometer test train out of the Railway Technical Center in Derby. It is assisting in a survey of rail-to-wheel adhesion conditions throughout 1973 on a 180-mile circular route of passenger and freight traffic.

8 ***Where did America's first modern dome car begin service?***

On the Burlington Lines between Chicago and Minneapolis on July 23, 1945. For details see a new book, *The Domeliners*, reviewed on page 60.

9 ***What was the CNO&TP?***

The Cincinnati, New Orleans & Texas Pacific, chartered in 1881, now in the Southern system.

10 ***Is there a poem about open trolley cars?***

Yes, but "An Open Trolley Car," author unknown, is more like doggerel than poetry. Here it is:

When the sun comes gently creeping
'Round my door, and flowers peeping

The Southern's depot at Strasburg, Va., looks like a quaint old church.
Photograph by Barbara Kreimer

Tell in language unmistaken summers roaming far and wide,
Then within my system burning
Comes an old familiar yearning—
Just to taste the pleasures of an open trolley ride.

With what joyous exultation,
Blissful hope and fond elation,
I behold the first big open car approaching my front door!
And my joy is full, completed,
When on it I'm safely seated
And I swap my seven centimes for a ride ten miles or more.

When with toil I'm worn and weary
A ride sure makes my spirits cheery,
So I hustle out my family and my friends from near and far,
To the cars we straight meander,
For to me, there's nothing grander
Than to decorate the front seat of an open trolley car.

11 ***Does Southern Pacific still have commuter service out of San Francisco?***

As of now, yes. Every weekday, 11,000 commuters ride 22 Espee trains each way on the 47-mile mainline between San Jose and San Francisco. Suburban expresses run three minutes apart in the evening rush. These commuters, even under recently proposed fare increases, according to the SP, will pay less than commuters on Peninsula buses, on BART, or on commuter lines in other cities.

12 ***Which road was the QMO&O?***

Quebec, Montreal, Ottawa & Occidental, now part of CP Rail.

13 ***Where is the longest stretch of straight track in the U.S.?***

Seaboard Coast Line claims this honor with 78.86 miles between Wilmington and Hamlet, N.C.

14 ***Any info. on the Colorado Springs & Cripple Creek District R.R.?***

Yes. It ran from Colorado Springs to Cripple Creek, Colo., 46 miles, and operated about 75 miles of mainline track. Chartered in 1897, it was opened in 1901, when it had 8 locos and 23 cars. The mainline was steam, the branches electric. Early in the century it was leased to the Florence & Cripple Creek and the Cripple Creek & Colorado Springs. In 1919, after the U.S. Government returned the railroads to their owners, it went bankrupt, and in 1920 it ceased operations. But it was colorful in its heyday.

15 ***I am an extra board employe on the Jersey Central. Can I get unemployment benefits between jobs?***

Yes, but only if the miles or hours you actually work are less than normal full-time work in your class of service.

16 ***Info. wanted on locomotives with non-articulated wheel arrangements: (a) those with two-wheel leading trucks, and (b) those with four-wheel leading trucks.***

(a) 2-4-0, 4-coupled; 2-4-2, Columbia; 2-6-0, Mogul; 2-6-2, Prairie; 2-8-0, Consolidation; 2-8-2, Mikado; 2-8-4, Berkshire; 2-10-0, Decapod; 2-10-2, Santa Fe; 2-10-4, Texas.

(b) 4-2-2; 4-4-0, American; 4-4-2, Atlantic; 4-4-4, Jubilee; 4-6-0, Ten-wheeler; 4-6-2, Pacific; 4-6-4, Hudson, 4-8-0, Twelve-wheeler; 4-8-2, Mountain; 4-8-4, Northern; Pocono, Greenbrier, Dixie; 4-10-0, *El Gobernador,* 4-10-2, Southern Pacific; 4-12-2, Union Pacific.

17 ***What happened to the old St. Louis, Rocky Mt. & Pacific Railway?***

This pike, at one time, contemplated an extension of its line from Ute Park, N.M., west via Eagle Dam and Apache Pass to Taos, but the extension was never built. In 1913 the road was acquired by the Santa Fe. Two years later it was called the Rocky Mt. & Santa Fe Railway.

18 ***Any history available on the Tay Bridge collapse in Scotland?***

Yes. The original bridge over the Firth of Tay at Dundee, which collapsed on the evening of Dec. 28, 1879, during a gale, was an iron girder structure, supported partly on brick piers and partly on groups of cast-iron columns bolted and braced together. It was one mile and 1705 yards long, carrying a single track, with check rails throughout. The bridge had 85 spans, varying from 29 to 245 feet in length. There were eleven spans of 245 feet and two of 227 feet, formed of wrought-iron lattice girders. All 13 long spans fell down while a train was passing. No satisfactory explanation of the tragedy has been given, according to *The Railway Magazine* of Britain. The engine, No. 224, a Wheatley 4-4-0, built in 1871, was recovered from the river bed in April, 1880. She had suffered comparatively little damage and was hauled on her own wheels to Cowlairs Works for repairs. For many years after the disaster, she worked regularly between Glasgow and Perth, and later between Riccarton Junction and Hexham, being retired in 1919.

19 ***What is RDC?***

The Rail Diesel Car (RDC) is a self-propelled, stainless-steel, railway car designed primarily to carry passengers. Some have one or more compartments for express and baggage. Many also hauled mail when the rails were active in this branch of the Government. Standard-type cars are equipped with disc power brakes and two 300-hp diesel engines.

20 ***I am the widow of a Santa Fe crossing watchman. Please tell me: is the recent increase in annuities for railroaders' widows in addition to the 20 percent boost effective last year?***

Yes. Many, but not all, widows began receiving more money last January, the amount depending upon when they first got such annuities and upon the retirement age of the deceased husband. Widows deprived of this increase are those whose payments started before age 60, plus most of those who also get social security.

Running Extra

Who can supply the poem, "I Learned About Engines from Her"?—Joe Singer, 438 60th St., Brooklyn, N.Y. 11220.

Information wanted on the private cars and trains provided by U.S. railroads for the huge buffalo hunt by Grand Duke Alexis of Russia and his entourage in 1872.—Morris Abbott, 33 Driftwood Lane, Milford, Conn. 06460.

The device referred to in McGowan's letter in your Sept. department, the Griffen field cinder catcher consisted of a series of screens located inside the stacks of some steam engines on the Jersey Central and a few other roads. The Baldwin and Brooks works delivered more than 100 Camelback 4-6-0's between 1900 and 1918. In 1903 the CNJ equipped 12 of them with the cinder catchers, which, however, proved ineffective and were taken off later.

More details are told by Gaston Zuniga Anderson, Lic., Apartado 10069, San Jose, Costa Rica, Central America. His is the first letter that any of *Railroad's* editors recall having received from Costa Rica:

The Griffin field cinder catcher was used in 1926—at most several days—on locomotives of the Northern Railway in Costa Rica. This banana-hauling line runs from the capital of San Jose to Lima, an Atlantic port, and all along the coast. In 1926 a new submanager came over from England (until recently English interests owned the company). Because the locomotives burned oil with a high fly-ash content, they threw out some sparks. Despite the assurance by company engineers

that the lush green plantations in the area were in no danger, he asked a British bridge-designing engineer named Griffln to design a cinder catcher to prevent field fires.

Griffin knew little about motive power or fuel combustion, so he made a poor job of it. His design had five different screens of various mesh sizes for locomotive stacks. The design came to Costa Rica and the device was made in the railway's Lima shops.

As soon as it was applied to locomotives, all the sparks stopped, but so did the firebox draft. High fuel consumption and poor fires caused the enginners to ask the sub-manager to remove Griffin's device. He refused. He said it prevented the danger of fire. One of the gadgets was built for each engine and installed; but one dark night each was secretly taken out, carried to the pier, and dropped into the bay. The sub-manager never learned what had happened to them. In blissful ignorance he thought his idea was good. To the railway employees, however, they became a standard joke.

Regarding the third question in your Sept. department, Barbara, the Norfolk & Western engine expanded 24 inches of steam 30 inches to a 70-inch driver. The Northern Pacific engine expanded 23 inches of steam 32 inches to a 69-inch driver. I don't believe the 25 pounds of more boiler pressure would give the 2-6-6-4 an edge on power.

Also, the 4-6-6-4, with 104,500 pounds of tractive force, was class Z-6. You didn't mention that the NP had classes Z-7 and Z-8 4-6-6-4's with these specifications: weight of engine and tender, 1,081,000 lbs; boiler pressure, 260 lbs.; cylinders 23x32 inches; drivers, 70 inches; tractive effort, 106,-900 lbs. The NP definitely had 4-6-6-4's with more power than the N&W 2-6-6-4's.—Jerome Pederson, Wolf Point, Mont.

Answering Malcolm Patterson's request (Sept. issue) for info on small-gage line near Hadlyme, Conn.: this was the private railroad of the late William Gillette, a great Shakespearean actor who also portrayed Sherlock Holmes. He built a 24-room house, known as Gillette Castle, atop a cliff beside the Connecticut River and built the little railroad for himself and his friends. After his death, his estate sold the railroad to the Lake Compounce Amusement Park in Southington, Conn., which converted its steam engine to gasoline and is charging tourists for the ride.—H. F. Sullivan.

There never was a Stewart Railroad that I know of; this was just a nickname. Real name was Central Railroad of Long Island. Trains started from L.I. City on Flushing & North Shore to a junction just west of Flushing, thence over their own line to (old) Bethpage. Branches ran from Garden City to Hempstead (only one mile) and from Bethpage Jct. to Babylon (much longer). The branch from Bethpage Jct. to Bethpage was for freight only. Passenger trains ran from L.I. City to Hempstead and Babylon. Road was opened for service on Jan. 7, 1873 to Hempstead and Farmingdale, and to Babylon later that same year.

The CRRLI was leased to the Flushing & North Shore (later called Flushing, North Shore & Central). When the F&NS went bankrupt in 1877, all roads on L.I. were operated by a receiver. In 1879 the CRRLI was abandoned by the receiver from Central Jct. (near Flushing) to Creedmoor (two miles west of Floral Park). Thereafter the LIRR operated what remained of the CRRLI under lease from the Stewart Estate.

I believe it was 1892 before the LIRR bought the remaining trackage from that estate. The portion from Mitchell Field to Old Bethpage has been abandoned, but the central extension from Farmingdale to Babylon is still in use, as well as from Floral Park to Hempstead. The line between Creedmoor and Floral Park is now gone, while the one between Bethpage Jct. and (old) Bethpage has been abandoned. The station now called Bethpage was known as Central Park until recent years.—Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320.

Why does CP Rail run passenger trains between Toronto and Buffalo over trackage that is Canadian National except possibly for some connecting tracks in Hamilton?—George Rheinbold, 5504 Karen Elaine Drive, New Carrollton, Md. 20784.

Which railroad was the NCRW?—Paul Douglas, 112 W. 21st St., Vancouver, Wash. 98660.

Info wanted on motive power and rolling stock of 7.6 mile Texas & Northern. I recently saw two of their gondolas in Kearney yards with a special kind of insulated pipe.—Hargis Westerfield, 713-15 W. 25, Kearney, Nebr. 68847.

A 1920 Michigan map shows a rail line running between Caro and Sandusky, Mich., called Detroit, Bay City & Western. Did this link Caro and Port Huron with passenger service?—L.M. Judge, 1588-6th St., Baywood, Park, Calif. 93401.

Do countries other than the U.S. and Canada have freight trains using identification stripes?—John Gray, 77 High Street, Newton, N.J. 07860.

The first snow of 1937 at Burmester, Utah, came on a howling jet wind that skidded across Western Pacific's mainline. But not so on the Marshall branch. Deep cuts there were packed as high as an elephant's eye. Conductor "Slick" Evans' local, after one attempt to reach Warner, backed its drag of coal, scrap iron, and ore into Burmester and called for help. Hogger Lorenz with a big Mike battled stubborn drifts for 16 hours without relief. Trainmaster Glenn Curtis stayed on the same engine for 22 hours without sleep. His bulldog tenacity cleared the line.—R.M. Lowe, retired WP agent, Snyder, Okla.

History of the Pine Bluff & Southwestern in Arkansas is wanted by Alex C. Genz, 626 Avon St., La Crosse, Wis. 54601.

Anyone know of books published on the T&P or the Katy?—Jim Miller, 4240 South Figueroa, Los Angeles, Calif. 90037.

In the book *Descriptive List of Pullman Cars,* I was puzzled by the statement about heavyweight cars in Government storage. What does it mean? —Carl Kollman, Jr., 1958-E Old Clinton Rd., Macon, Ga. 31201.

Who has the late George Eggers' collection of Albany-Hudson material? I'd like to delve into it for a future book.—Wm. R. Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

I need info on numbers and names of Atlantic Coast Line's bright yellow diners leased for 1941 summer service on the Boston & Maine's *East Wind.*—George Barth, 268 Grove St., Apt. A, Charleston, S.C. 29403.

My father wants the words to the song "Won't You Come Home, Bill Bailey?" I believe it refers to a B&O brakeman.—John Rapoza, 9552 E. Live Oak Ave., Temple City, Calif.

Info on various industries served by Pennsylvania-Reading Seashore Lines is wanted by Anthony Hernandez, Jr., 145 Rogers Ave., Hightstown, N.J.

Answering a reader: the scanner that is used to read the labels on locos, cars, and cabooses is placed at track entrances to railway yards and often within the yard. Never look into the lens of this device; it could cause serious eye damage.—David Turney, 8 Birch Ave., Toronto 190, Ont., Canada.

FLORIDA EAST COAST RAILWAY

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
221-228	1200	GM-EMD	SW9	B-B	60,470	246,010	1952	1
229-235	1200	GM-EMD	SW1200	B-B	61,000	244,020	1954	2
401-410	3000	GM-EMD	GP40	B-B	63,000	265,000	1971	
411-415	3000	GM-EMD	GP40-2	B-B	62,600	264,000	1972	
501-508	1500	GM-EMD	F3A	B B	56,000	224,000	1949	3
551-554	1500	GM-EMD	F3B	B-B	54,300	217,000	1949	4
571-575	1500	GM-EMD	FP7A	B-B	60,600	242,000	1951	5
601-606	1500	GM-EMD	BL2	B-B	55,600	222,000	1948	6
607-621	1500	GM-EMD	GP7	B-B	60,200	247,400	1952	
651-666	1750	GM-EMD	GP9	B-B	59,400	237,700	1954	7
667-676	1750	GM-EMD	GP9	B-B	59,300	244,200	1957	7
1001-1002	2000	GM-EMC	E3A	A1A-A1A	51,000	300,000	1939	8
1003	2000	GM-EMD	E6A	A1A-A1A	51,300	304,000	1940	9
1004-1005	2000	GM-EMD	E6A	A1A-A1A	51,300	304,000	1942	9
1006-1007	2000	GM-EMD	E7A	A1A-A1A	52,300	310,000	1945	9
1008-1017	2000	GM-EMD	E7A	A1A-A1A	52,300	310,000	1945	9
1018-1022	2000	GM-EMD	E7A	A1A-A1A	52,300	310,600	1947	9
1031-1035	2400	GM-EMD	E9A	A1A-A1A	54,000	320,000	1955	10
1051	2000	GM-EMD	E6B	A1A-A1A	50,600	300,000	1942	11
1052	2000	GM-EMD	E7B	A1A-A1A	50,600	300,000	1945	9
1053-1054	2000	GM-EMD	E7B	A1A-A1A	50,300	300,000	1945	9, 12

Roster is based on data from the FEC; Republic Steel's supt. trans., labor and docks; Dominiin Foundries & Steel's manager passenger travel; Woodward's chief engineer; Republic Steel's district controller; A&LM's president; Union RR's chief mechanical officer; TN&SS' supt. mechanical; C&NW's chief mechanical engineer; ICG's genl. supt. motive power; SCL's asst. vice pres.-equipment; and Precision National's traffic manager. Roster is accurate as of June 19, 1973. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp. Tractive effort and weight in pounds.

These units are still on the roster: 221, 226, 229, 233, 401-415, 607-621, 651-652, 654-664, 666-670, 672-676.

(1) 222 sold to Woodward Iron Co., renumbered 53; then sold to Republic Steel Corp., renumbered 137. 223 sold to Dominion Foundries & Steel Ltd., renumbered 18. 224-225 sold to Woodward Iron Co., renumbered 54-55; then sold to Republic Steel Corp., renumbered 912-913. 227-228 sold to Precision National Corp. PNC 227 was then sold to the Arkansas & Louisiana Missouri, renumbered 14. PNC has no record of the disposition of 228.

(2) 230 sold to the Newburgh & South Shore, renumbered 1201. 231-232 sold to the Union Railroad, renumbered 584-585. 234 scrapped. 235 sold to TN&SS, renumbered 1202.

(3) 501-508 sold to Precision National Corp. 501 sold to GM-EMD. 502, 506-507 sold to the Chicago & North Western Transportation Co. 503-505, 508 sold to Northwest Properties Inc. 503-505, 507-508 were renumbered C&NW 234-236, 238-239. Disposition of 502 and 506 is unknown to us.

(4) 551-553 sold to Precision National Corp.; then to the C&NW, renumbered 324-326. 554 sold to GM-EMD in trade for new power.

(5) 571-575 sold to Precision National Corp. 571-572, 574-575 resold to Northwest Properties, Inc. 573 resold to the Chicago & North Western Transportation Co. 571-575 renumbered C&NW 240-244.

(6) 601 sold to GM-EMD in trade for new power. 602-604 scrapped. 605-606 sold to GM-EMD in trade for new power.

(7) 653, 665, 671 sold to Precision National Corp.; then to the Illinois Central Gulf, renumbered 8274, 8273, 8271.

(8) 1001 scrapped. 1002 sold to Precision National Corp. which has no record of its disposition.

(9) 1003-1022, 1052-1053 are no longer on the roster.

(10) 1031-1035 sold to Precision National Corp., then to the Illinois Central, renumbered 2036-2040, then ICG 2036-2040.

11. 1051 was sold to Precision National Corp. who have no record of its disposition.

(12) 1054 sold to the Atlantic Coast Line, which was going to modify it to a power car for use when commercial power failed, but this project was dropped and the unit was scrapped. ●

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

THE QUICKEST ROUTE, by Elmer F. Farnham, hard cover, 208 pages, 6x9″, photos, tts., diagrams, maps; Pequot Press, Inc., Old Chester Rd., Chester, Conn. 06412, $8.95.

It is unlikely that anyone knows the history of this early New England bridge line, the Norwich & Worcester, better than Elmer Farnham, retired *Norwich* (Conn.) *Bulletin* editor and historian. Elmer worked hard on this exciting story of triumph, disaster, and rebirth of a 19th century railroad that was one of the first successful rail-water links between New York and Boston, connecting at Worcester. Steamboat buffs will revel in accounts of sails up Long Island Sound and the Thames River to Allyn's Point, where the little railroad took over. The book has 140 photos, many of them excellent, and a full-color dust-jacket picture of historic old Norwich.

THE DOMELINERS, by Patrick G. Dorin, hard cover, 224 pages, 8½x10½″, photos, maps, tts.; Superior Publishing Co., 708 6th Ave. North, Seattle, Wash., $13.95.

Here is a good pictorial history of the penthouse trains. Pat Dorin claims, supported by facts, that the greatest sets of passenger trains ever sired by design engineers were the Domeliners. He has assembled clear, sharp color-photos of 22 crack trains on as many railroads that make you want to drop everything and ride on one of them. The subject matter dates from 1891, with the design of the first dome car, through the Domeliners operated by Amtrak in 1972.

4-8-4 PICTORIAL, edited by Robert J. Wayner, soft cover, 64 pages, 8½x11″, photos, diagrams. Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023, $6.95.

Bob has done a long-awaited, well-illustrated book on these aristocrats of the roundhouse. The 4-8-4, an all-purpose freight and passenger loco, was very popular in North America, but strangely enough had little acceptance elsewhere. However, Bob has captured them photo-wise in Mexico, New Zealand, and France, among some of the countries where they did run.

RAIL FILM MONTHLY, edited by J. M. Bunker, soft cover, 41 pages, 7x9½″, maps, info, *Rail Film Monthly*, P.O. Box 4676, San Francisco, Calif. 94103, three issues, $2.50, six issues (1 year), $4.20.

RFM is a marketplace for railfan pix sellers and buyers. It has a traction section, too. Location maps show rail operation for the shutterbug. Lots of West Coast material.

60 YEARS OF WESTERN EXPRESS RUNNING, by O.S. Nock, hard cover, 400 pages, 5½x8½″, including photos, rosters, diagrams; Ian Allan, Ltd., Terminal House, Shepperton, Middlesex TW17 8AS, England, £2.95.

Nock's very many books invariably make good reading. His latest one covers more than a half-century of British passenger trains, particularly great runs of the *Ocean Mails* of 1904, when "Stars" timed the 3-hour Exeter trains, and the world record of *Tregenna Castle* on the famed *Cheltenham Flyer*. The text is well documented with logs of runs, drawings, engine data, and gradient profiles.

PASSENGER CAR PLANS, revised second edition, soft cover, 84 pages, 8½x11″, photos, diagrams, index; Wm. K. Walthers, Inc., 4050 N. 34th St., Milwaukee, Wis., $3.

Model fans should enjoy these plans, kit numbers, and other details.

MAKENS' GUIDE TO MEXICAN TRAIN TRAVEL, by James C. Makens, Ph.D., soft cover, 112 pages, 5½x8½″, photos, schedules, data, Le Voyageur Publishing Inc., 1319 Wentwood Drive, Irving, Texas 75060, $3.47.

Up to now, relatively little info was readily obtainable for railfans wanting to travel in Mexico, but this volume remedies that situation.

Periodicals and Journals

B&M Bulletin, Vol. 2, No. 3, of the Boston & Maine Historical Society, Inc., P.O. Box 300, Reading, Mass. 01867, edited by John A. McGaffigan; soft cover, 15 pages, 8½x11", photos, rosters, diagrams. Frank Kyper tells about the B&M "Existing Steam Locomotives—Intentional and Otherwise." Stan Whitney does a good shortie on North Station yesterdays, with a shot of the old Hotel Manger, dear to the heart of New England railfans.

In the summer '73 issue, as a B&M fan myself, I like especially the 1836-1866 loco roster. John C. Hutchins edited this issue.

The Bulletin, Vol. 38, No. 2, National Railway Historical Society, edited by Wm. C. Wagner, P.O. Box 2051, Philadelphia, Pa. 19103; 55 pages, 6x9", soft cover, photos, maps, steam excursion flyers, chapter activities; members $4, associates $4.50. Good pictorial anniversary coverage of D&H from early steam days to present diesel operation. Juice fans will get double delight: "Rapid Transit In Munich," by William D. Warren, and "Niagara Junction Railway," by Ken Kraemer. Anna McLaughlin's "Four Months on a Siding" also makes good reading.

Railroad Industrial Relations Project, soft cover, 18 pages, 6x9", photos, text, RIRP, 144 Ives Hall, Cornell University, Ithaca, N.Y. 14850, $1. Limited quantity of this interesting brochure.

History of Lehigh & New England R.R., edited by Randolph L. Kulp of Valley Chapter of NRHS, 602 St. John St., Allentown, Pa. 18103, heavy paper cover with plastic spiral binding, 145 pages, 6x9", photos, roster, map, $4 (Pennsylvanians add sales tax.)

The Dope Bucket, Spokane, Portland & Seattle Technical Society, 95 Smull Ave., West Caldwell, N.J. 07006, co-edited by John Titterson and Georgt Berisso; soft cover, 11 pages, 8½x11", photos, diagrams, timetable; $4 with Society membership. A good article in it is "Oregon Trunk," by Gil Hulin.

PC Railroader, Vol. 1, No. 4, edited by Robert H. Reid, Box 179, East McKeesport, Pa. 15035, soft cover, 35 pages, 8½x11", photos, diagrams, maps. Six times a year, $6. Well balanced magazine for Penn Central railfans. Editor Reid welcomes written material, photos, etc., but requests, as we do at *Railroad Magazine*, that all donors give as much info as possible on photos. ●

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The books are available only by mail. *Railroad Magazine Book Service*, 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

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MINNESOTA SHORT LINES

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Duluth & Northeastern Railroad									
——	31	600	GM-EMD	SW1	B-B	43,400	193,610	1941	3
——	32	600	GM-EMD	SW1	B-B	43,400	193,610	1940	3
——	33	600	GM-EMD	SW1	B-B	43,400	193,610	1941	3
——	34	1000	GM-EMD	NW2	B-B	60,850	243,390	1941	3
——	35	1000	GM-EMD	SW1000	B-B	61,421	249,299	1967	
Duluth Union Depot & Transfer									
——	5	400	GE	44-ton	B-B	21,625	86,500	1943	4
Duluth, Winnipeg & Pacific Railway									
MR-18a	3600-3608	1800	Alco Pr.	RS-11	B-B	44,000	226,790	1956	
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	44,000	226,790	1956	1
GS-10a	7902	1000	GM-EMD	NW2	B-B	31,000	247,000	1941	2
Green Bay & Western Railroad									
——	101	660	Alco	HH 660	B-B	?	?	1938	5
——	102	660	Alco-GE	S1	B-B	59,700	205,000	1949	21
——	301-304	1500	Alco-GE	RS-2	B-B	62,000	247,700	1950	
——	305-306	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	
——	307-308	1600	Alco	RS-3	B-B	61,575	246,300	1955	
——	309	1800	Alco Pr.	RS-11	B-B	61,400	249,800	1956	23
——	310	2400	Alco Pr.	RS-27	B-B	64,025	256,300	1960	
——	311	2400	Alco Pr.	DL-640A	B-B	64,250	259,500	1963	
——	312	2400	Alco Pr.	DL-640A	B-B	64,125	255,100	1964	
——	313	2400	Alco Pr.	DL-640A	B-B	64,525	256,200	1965	
——	314	2400	Alco Pr.	DL-640A	B-B	64,080	258,800	1965	24
——	315	3000	Alco Pr.	DL-430	B-B	65,600	263,400	1968	
——	316-317	2400	Alco Pr.	RS-27	B-B	64,250	253,100	1962	22
——	506	1500	Alco-GE	FA-1	B-B	?	?	1947	6
——	507	1500	Alco-GE	FA-1	B-B	?	?	1949	6
Minneapolis, Anoka & Cuyuna Range Railroad									
——	100	350	GE	——	B-B	37,500	150,000	1913	7
——	110	300	Mack	BR	B	7,500	30,000	1929	8
Minneapolis Eastern Railway (owns no motive power)									
Minneapolis Industrial Railway (owns no motive power)									
Minneapolis, Northfield & Southern Railway									
——	1	660	Baldwin	VO 660	B-B	?	?	1942	13
——	10	1200	FM	H12-44	B-B	74,700	249,000	1951	9
——	11	1000	FM	ALT 100.6A	B-B	71-580	238,600	1946	10
——	12	1000	Baldwin	VO 1000	B-B	72,760	242,530	1944	11
——	15	1500	BW	DRS 6-6-1500	C-C	98,940	329,800	1950	
——	20-24	2000	BW	DT 6-6-2000	C-C	106,800	356,000	1948	14
——	25	2400	BLHW	RT-624	C-C	?	?	1953	14
——	30-31	1200	GM-EMD	SW1200	B-B	60,800	246,340	1962	
——	32-33	1200	GM-EMD	SW1200	B-B	60,800	246,340	1964	
——	34-35	1200	GM-EMD	SW1200	B-B	?	?	1965	
——	36-37	1500	GM-EMD	SW1500	B-B	?	?	1966	
——	38-39	1500	GM-EMD	SW1500	B-B	?	?	1967	
——	40-41	1800	GM-EMD	SD39	C-C	?	?	1969	
——	60	660	Baldwin	VO 660	B-B	59,770	199,265	1940	12
——	61	660	Baldwin	VO 660	B-B	?	?	1942	13
Minnesota, Dakota & Western Railway									
——	11-12	470	GE	80-ton	B-B	48,000	160,000	1949	
——	13	470	GE	80-ton	B-B	48,000	160,000	1950	
——	14	470	GE	80-ton	B-B	48,000	160,000	1952	
The Minnesota Transfer Railway									
——	60-62	660	Alco-GE	S1	B-B	59,000	198,000	1941	15
——	63-64	660	Alco-GE	S1	B-B	59,400	198,000	1946	16
——	90-92	900	Alco	HH 900	B-B	?	?	1939	17
——	93-94	1000	Alco-GE	S2	B-B	69,000	230,000	1946	18
——	100-105	1000	Alco-GE	S4	B-B	71,940	231,800	1951	19
——	200-201	1600	Alco-GE	RS-3	B-B	64,680	267,620	1951	25
——	202	1500	Alco-GE	RSC-2	A1A-A1A	62,205	243,140	1949	20
——	300-301	1500	GM-EMD	SW1500	B-B	59,889	246,420	1967	
——	302	1500	GM-EMD	SW1500	B-B	60,124	246,620	1968	
——	303-304	1500	GM-EMD	SW1500	B-B	?	?	1969	
——	305-306	1500	GM-EMD	SW1500	B-B	?	?	1970	
Railway Transfer of the City of Minneapolis (owns no locomotives)									
St. Paul Union Depot									
——	441	380	GE	44-ton	B-B	22,000	88,000	1941	26

Roster is based on data from DW&P's master mechanic and general car foreman; D&NE's gen. manager; BN's president; George R. Silcott; American Aggregates' vice pres. of operations; Hyman-Michaels; C&NW's chief mechanical engineer. It is accurate as of the second quarter, 1973. For the purpose of our rosters, a short-line is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco Pr., Alco Products; Alco, American Locomotive Co.; Alco-GE, American Locomotive-General Electric Co.; FM, Fairbanks Morse; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse. Tractive effort and weight in pounds.

(1) DWP 3609-3614 were transferred to the Central Vermont, renumber CV 3609-3614 (1/65); then returned to DWP, renumbered DWP 3609-3614.

(2) Omitted.

(3) D&NE 31-34 were originally Elgin, Joliet & Eastern 245, 234, 241, 405; then D&NE 31-34. D&NE 34 was sold to GM-EMD in trade for D&NE 35.

(4) DUD 5 was originally Northern Pacific 99 (1st), then DUD 5, then George R. Silcott 5 (1971), then American Aggregates 17820.

(5) GB&W 101 was sold to United Electric Coal, renumbered 1 (4/11/56); then sold to Material Service Corp. (6/72) and renumbered 45-0159.

(6 GB&W 506 was originally GB&W 503 (1st), then GB&W 506 (4/49). GB&W 506-507 were scrapped.

(7) MA&CR 100 was originally Minneapolis, St. Paul, Rochester & Dubuque 100, an electric locomotive; then Central Warehouse Co. 11, then MA&CR 100 (1918), then MA&CR 1 (10/43), then MA&CR 100 (1946). It was rebuilt to a diesel-electric with a Waukesha engine in 1957 (480 hp), then rebuilt again with GM diesels. This unit was donated to Minnesota Transportation Museum.

(8) MA&CR 110 was originally Fegles Construction Co. ?, then MA&CR 110, then Hyman-Michaels 110. This unit was donated to Lake Superior Transportation & Industrial Museum.

(9) MN&S 10 was originally Minnesota Western 10, then MN&S 10.

(10) MN&S 11 was originally MW 51, then MN&S 11.

(11) MN&S 12 was originally EJ&E 482, then MN&S 12 (12/3/54). Scrapped (11/20/68).

(12) MN&S 60 was originally MN&S 600, than MN&S 60. Scrapped (4/68).

(13) MN&S 61 was originally MN&S 1, then MN&S 61. Sold to Cargo Carriers, renumbered 122.

(14) MN&S 24-25 scrapped. MN&S 20 scrapped (11/20/68). MN&S 22 scrapped (4/68).

(15) MT 60-62 sold to Relco (12/64). EX-MT 61 sold to Clinton Corn Processors, renumbered 701. Ex-MT 62 renumbered Relco 4-340.

(16) MT 64 sold to Koppers Company.

(17) MT 90-92 scrapped.

(18) MT 93-94 sold to Preston W. Duffy, then to Wierton Steel, renumbered 218-219.

(19) MT 100 sold to Becker Sand & Gravel, renumbered 100 (6/25/70). MT 101 sold to Preston W. Duffy, them to Montana Power Co., renumbered 101. MT 104 sold to Neptune Terminals, renumbered 104. (asset number 106-064-4). MT 105 sold to Becker Sand & Gravel, renumbered 14. (6/25/70).

(20) MT 202 was originally MSP&SSM 368, then Soo 368, then Soo 370 (2nd), then MT 202. It was converted to a B-B wheel arrangement before purchase by the MT. No longer on the roster.

(21) GB&W 102 was sold to Nekoosa-Edwards Paper Co., renumbered 12 (7/68).

(22) GB&W 316-317 were originally Chicago & North Western 902-903 (1st); then Alco Products 902-903; then GB&W 316-317 (1968).

(23) GB&W 309 was originally Kewanee, Green Bay & Western 309; then GB&W 309. This unit was upgraded to 2000 hp.

(24) GB&W 314 was originally KGB&W 314, then GB&W 314.

(25) MT 200 sold to S.J. Groves & Sons, renumbered 509.

(26) SPUD 441 sold to George R. Silcott, then to American Aggregates and renumbered 17820. ●

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WANTED: keys, locks, lanterns, badges, timetables, train orders, clocks, etc., from Oregon Railroads; Southern Pacific, Oregon & California, Corvallis & Eastern, Pacific Railway & Navigation Co., Salem Falls City & Western, Coos Bay, Roseburg & Eastern, etc. Also Railway & Locomotive Historical Society Bulletin 94, March 1956.—Scott Pirie, 823 Armstrong Ave., Eugene, Oregon 97402.

SOUTHERN RAIL PHOTO SERVICE, Box 3262, Augusta, Ga. 30904, sells b&w diesel prints; list and sample photo 25¢. Also Southeastern train orders for sale or trade. SSE brings list of train orders available.

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